BRISTOL:

AS IT WAS

AND AS IT IS.

The Western Daily Press.

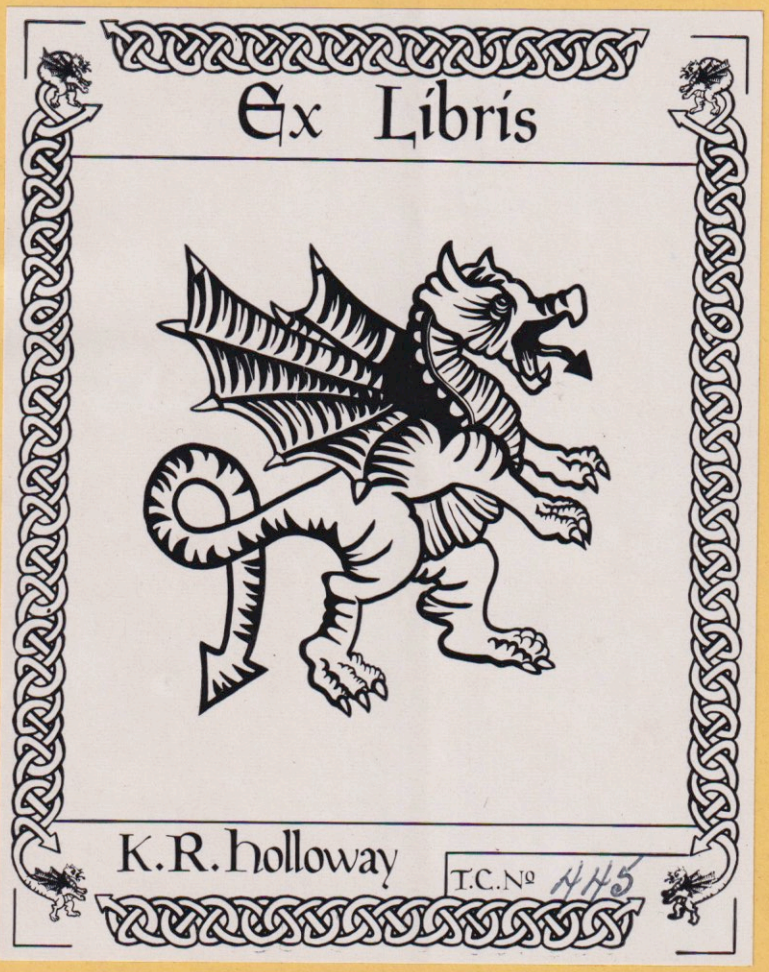
Baldwin Street

BRISTOL October 26th 1909

Dear Mr. Moore—

Will you kindly accept the accompanying copy of "Bristol as it Was and as it Is," with many thanks from myself, and messrs Stone and Loxton for the assistance you have so faithfully rendered, and for the consistent efforts you have put forth, and are still making, on behalf of the success of Bristol as a city and a port.

We have had a careful look into the matter suggested in the enclosed letters, and consider that it would perhaps be desirable to allow matters to develop still further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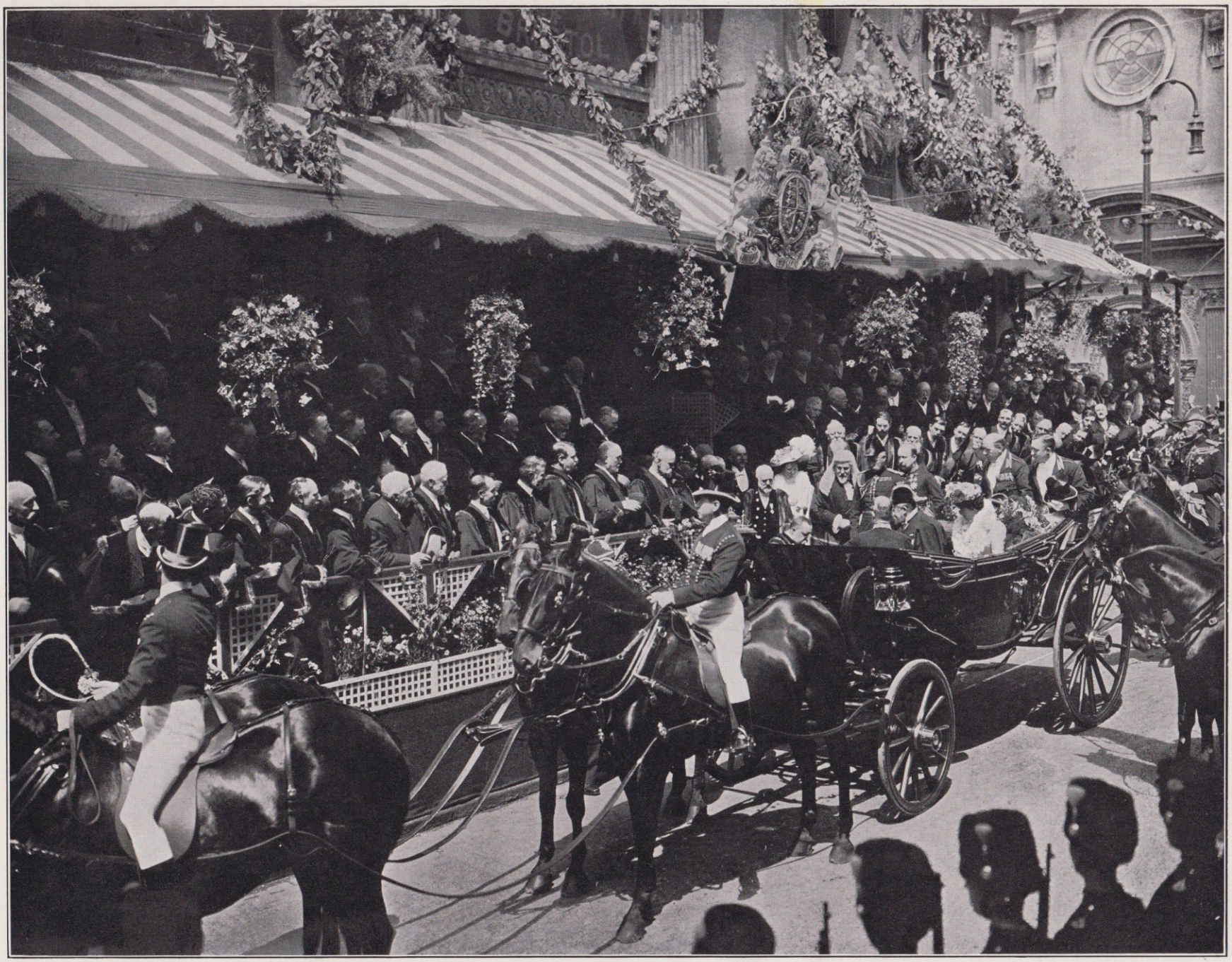


Photograph by Mr. Lewis R. Protheroe.]

THEIR MAJESTIES THE KING AND QUEEN AT THE COUNCIL HOUSE, BRISTOL, JULY 9, 1908.

Presentation of the Civic Address prior to the opening of the Royal Edward Dock.

BRISTOL:

AS IT WAS—AND AS IT IS.

A RECORD OF FIFTY YEARS' PROGRESS.

By GEORGE FREDERICK STONE.

Illustrated by S. J. LOXTON.

Reprinted, with additions, from the 'Bristol Evening News,' 1908-1909.

BRISTOL CITY ARMS.

BRISTOL,
WALTER REID, BALDWIN STREET,
1909.

PREFATORY NOTE.

The progress of the City and Port of Bristol during the past half-century has been so marked, and the changes have been so diversified, that a descriptive and pictorial record of what has been achieved may be helpful in stimulating further progress, and at the same time be useful to the future historian. The publication of the articles in the 'Evening News' extended from the early months of 1908 into 1909. Bristol in the meantime was making history, and in a number of instances additional information will be found in the later pages of the volume. The Index makes it easy to turn to supplementary passages and illustrations. Although the main object of the volume has been to describe and illustrate the changes that have taken place in the past fifty years, several sketches have been introduced to show certain aspects of Bristol in times antecedent to the establishment of the first daily newspaper in the city.

WALTER REID.

July, 1909.

BRISTOL:

AS IT WAS AND AS IT IS.

THE year 1908 will stand out prominently in the annals of Bristol. The completion of the Royal Edward Dock will, for the first time in recent years, render the port equal to the accommodation of the largest vessels afloat or projected.

On June 1st, 1908, fifty years will have elapsed since the issue of the first daily newspaper in the West of England—'The Western Daily Press.' In glancing over the first and subsequent volumes, there is abundant evidence that the citizens have been most energetic in the promotion of many movements for the advancement of Bristol's interests, and after the lapse of a half century it is interesting to survey the period and realise the extent to which their aspirations have been fulfilled.

To many an ancient town the lapse of fifty years makes little difference. The inhabitants share in the changes due to science and invention and to an altered outlook in regard to many of the problems of every-day life, but the same old-world aspect characterises the streets, the population varies little, and a former resident, returning after long absence, would find himself amid familiar surroundings, taking part in the same placid existence. Markedly different has been the effect of the past half century in Bristol. Although its long history bristles with events of national importance, it may be truly said that no term of fifty years since its foundation has produced such striking results and been attended by such large developments in the manifold interests connected with its welfare and importance.

The object of these illustrated articles is to briefly survey this prolific field, to present some pictorial contrasts suggested by the changes of half a century; to indicate the features, familiar to our ancestors, that no longer remain, and to illustrate new buildings and institutions which have come into existence within this period. It is not until a comprehensive comparison has been made that the immensity of the change can be estimated.

OLD CONDITIONS AND NEW NEEDS.

Anyone who tries to conjure up what Bristol was in 1858 finds it necessary to obliterate a host of features prominent in the modern city. Exception is taken at times to some of our narrow thoroughfares. Progress in that direction, however, has been made difficult by the fact that old conditions have had to be adapted for new needs, and even modestly-planned schemes, dealing with ancient properties under such circumstances, involve heavy outlay. Still, much has been accomplished. Fifty years have seen the sweeping away of many of those gabled buildings which gave Bristol streets in the past a highly picturesque appearance, but as compensations we have wider streets, and buildings which would strike an ancestral visitor by their accommodation and their architectural features. Not only have banks, insurance, and other offices, and business and industrial blocks given the central thoroughfares the appearance of solid prosperity, but to an extent which some have scarcely realised outlying parts of the city have been utilised for industrial and residential extensions. Bristol therefore starts the new era well equipped in every way for further development.

THE EVIDENCE OF STATISTICS.

We have to think, then, of Bristol as a place where, in spite of the omissions on the part of the municipal authorities of other days, a real advance has been made, and it is the more necessary to emphasise the optimistic view which such a survey justifies because there have occasionally been predictions of a less encouraging kind. The evidence of statistics is gratifying.

During the past fifty years Bristol has added upwards of twelve thousand acres to its municipal area; the population has grown by 222,000; and the rateable value is considerably more than a million in excess of that of 1858, and has also increased greatly when estimated per head of the population. The shipping business of Bristol has grown far beyond the anticipations of half a century ago, and in glancing at the figures it is well to remember that the coasting trade was then relatively a far more important part of commercial transit than it is now, as railways had not attained their present importance. Bristol in 1858 had no regular lines of steamers crossing the ocean; it has now important services to distant parts of the world, and the foreign tonnage has increased sevenfold. Even more striking than this is the fact that vessels regularly enter the docks which, ten or twelve years ago, it was thought could never be engaged in the business of the port. In 1858 the lock by which access was obtained to Cumberland Basin was 190ft. long and 45ft. wide. The Royal Edward Dock has a lock 850ft. in length and 100ft. in width.

The following figures give a clear idea of the progress in several directions in the half century:—

AREA AND POPULATION.

	1858.	1908.
Municipal area	4,538 acres	17,004 acres
Population	150,000	372,785
Rateable value	£472,337	£1,824,075

DRAINAGE, STREETS, AND LIGHTING.

	1858.	1907.
Miles of sewers	*50	347
Miles of highways	Unknown	339
Street gas lamps	*3,150	8,927
Street electric arc lamps	None	693

*Estimated.

DOCK TONNAGE.

	1857.	1907.
Foreign	183,342	1,250,965
Coastwise	494,280	817,770*
Total	677,622	2,068,735
Dock dues	£35,739	£136,381

The amount collected by the Custom House at Bristol is not necessarily a true index of trade expansion, for duties may be removed or new ones enforced. With this qualification, however, it is worth stating that in 1857 the sum received was £1,211,035, while in 1907 it had risen to £4,155,454.

A TRANSFORMATION SCENE.

To imagine Bristol fifty years ago we have not merely to make allowance for the growth of commerce, manufactures, and shipping. Modern Baldwin Street, Colston Street, Victoria Street, Perry Road, Deanery Road, had not then been made. The Suspension Bridge had yet to span the Avon Gorge. University College, Clifton College, Clifton High School, Redland High School, and Colston's School for Girls had not been established. The Grammar School in Tyndall's Park was not built.

The Merchant Venturers' Technical College was represented by the modest Trade and Mining School in Nelson Street. There was not then a single Council school in existence. The completion of the nave of the Cathedral and the spire of St. Mary Redcliff Church had not been undertaken, and St. Werburgh's Church, now in Mina Road, occupied its old position in Corn Street. Scores of other places of worship have since been built. The Y.M.C.A. movement was in its infancy; the Salvation Army, Church Army, and many other similar agencies were unknown. Colston Hall, St. Philip's Vestry Hall, Bedminster Town Hall, Redland Park Hall, and a large number of other modern meeting places had not been planned. The Prince's Theatre, the People's Palace, and the Empire were still in the future. None of the present public libraries were then in use. The Museum and Art Gallery had not been built. Victoria Jubilee Convalescent Home on the Downs, and the Cossham Hospital had not been projected; the Royal Infirmary and General Hospital of that period were not comparable with the present institutions; the existing Children's Hospital had not been erected; the present Hospitals for Infectious Diseases did not exist. There were in 1858 no railways to Avonmouth or Portishead. There was no Harbour Railway or Clifton Extension Railway; the line to New Passage had not been opened, and the Severn Tunnel had not been constructed. The present railway station at Temple Meads is nearly all new, and numerous district stations have since been provided. The new police courts and several police stations have come into existence. Hundreds of streets and numerous institutions and organisations have to be erased from the mental picture of Bristol as it was. The Downs had not been secured for the citizens' use; and most of the open spaces and baths were not available. All the Volunteer Corps, the Western College, the present Post Office, the Inland Revenue Office in Baldwin Street, the modern offices of the Water Company and the Gas Company, and nearly all the chief hotels have to be obliterated in contemplating the conditions in Bristol half a century ago.

When once the imagination is allowed free play, almost endless contrasts between the Bristol of 1858 and 1908 present themselves. Bristol then suffered from insanitary conditions; to-day it is one of the healthiest communities in the country. In its tramway service, its postal communication, and in the utilisation of electricity the advance has been notable. In one of its earlier issues the 'Western Daily Press' gave an account of the expedition then about to make the attempt to lay the Atlantic cable. To-day messages may be flashed beneath the ocean and by wireless telegraphy through the mysterious, all-pervasive ether. In 1858 the communication of speech by an electrical conductor was scarcely dreamed of; to-day the telephone has become so inseparable a part of commercial and social inter-communication that the routine of the majority of businesses would be temporarily disorganised by any interruption of the system. An instrument which once was merely the dream of the most sanguine scientists is to-day left in charge of the office boy. The typewriter, the motor-car, the modern bicycle, the gas engine, the extremely adaptable oil-engines which are obtaining such wide use, and the steam turbine, need only to be named to direct the thoughts into other departments of human activity in which the evolution of a half century has produced results remarkable in themselves and important in their bearing on the life of Bristol citizens.

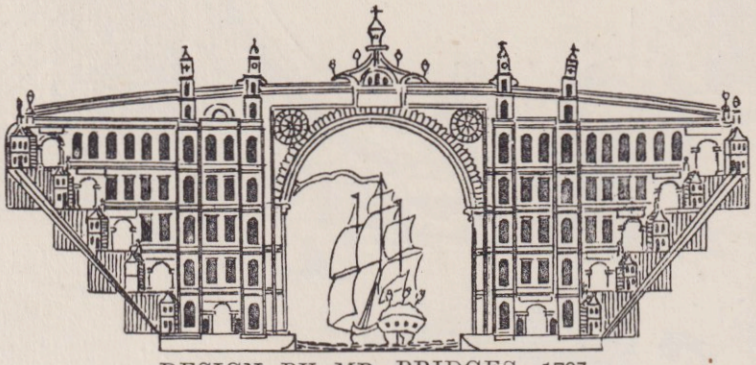
OLD HOUSES IN KING STREET.

These picturesque old houses, sketched many years ago, have undergone little change in their frontage to King Street. On the Queen Charlotte Street side, however, the projecting gabled portion, shown on the extreme right of the picture, is gone.

CLIFTON SUSPENSION BRIDGE:

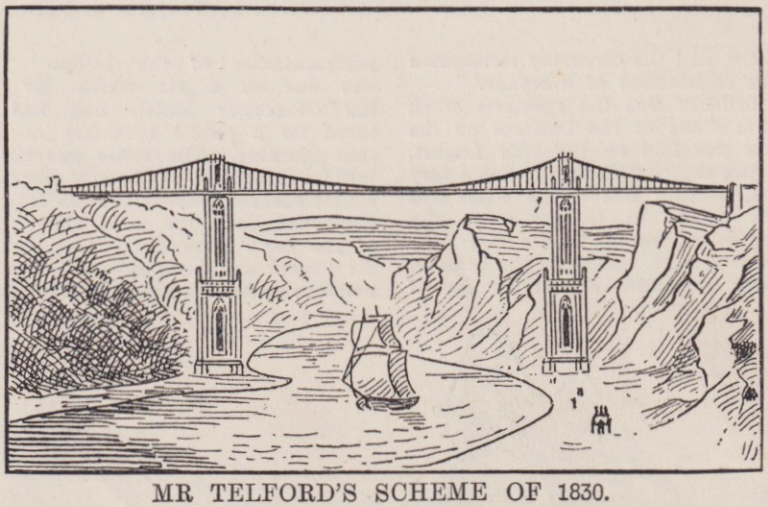
INCIDENTS IN ITS CONSTRUCTION AND HISTORY.

In 1858 the Clifton Suspension Bridge was represented by two piers rising from massive buttresses on each side of the chasm, but with no connecting link. They were a melancholy suggestion of apparent inability to complete a bold engineering scheme, commenced at an earlier date. Happily that reproach has long passed away, and the graceful structure, familiar to all visitors, has become one of the notable features of the city.



DESIGN BY MR BRIDGES, 1793.

The idea of a bridge from Clifton Down to Leigh Woods long ago appealed to Bristolians. A hundred and fifty years have elapsed since Mr Vick left £1,000 as the nucleus of a fund for this purpose, and in the light of what has been accomplished, one of the earlier proposals to connect the two sides of the river appears extremely quaint. It was that which Mr James Bridges propounded in 1793. At that period steel had not entered the realm of bridge-building and of great engineering enterprises as it has since done. Masonry was the orthodox material for bridge construction, and Mr Bridges was quite in accord with the spirit of his age when he suggested his singular plan. A huge central arch provided room for vessels to pass beneath, and the space between its supports and the cliff on each side was to be filled in with numerous floors. In this respect it must have appeared a gigantic scheme to the citizens of that period, who were not familiarised with the tremendously tall buildings now constructed. Some of the later "sky-scrapers" in New York, if placed on the road by the side of the river, would rise to more than double the height of the bridge. Mr Telford's proposal was much later, and in the interval the ideas of engineers had considerably advanced. He, however, thought it necessary to support the bridge on two tall piers, one on each bank of the river. His design was submitted to the committee formed in 1829, and its only serious rival was that of Mr I. K. Brunel. There was much division of opinion as to the merits of the two, but Mr Brunel's plan was preferred, and it formed the basis of a bridge which has excited the admiration of tens of thousands who have seen it.

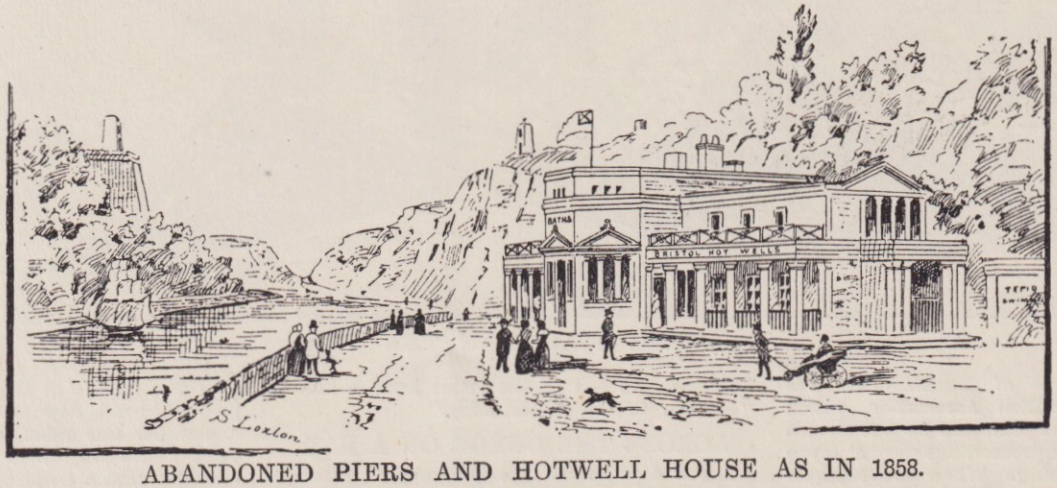


MR TELFORD'S SCHEME OF 1830.

The word "committee" needs explanation. The era of limited liability companies had not then commenced, and the initial steps to link the two sides of the river were taken in hand by a local committee on which were representatives of the Council, the Incorporation of the Poor, Merchant Venturers, and Chamber of Commerce. An Act was obtained in 1830, and then a body of bridge trustees appointed to carry out the scheme.

A MEMORABLE SCENE.

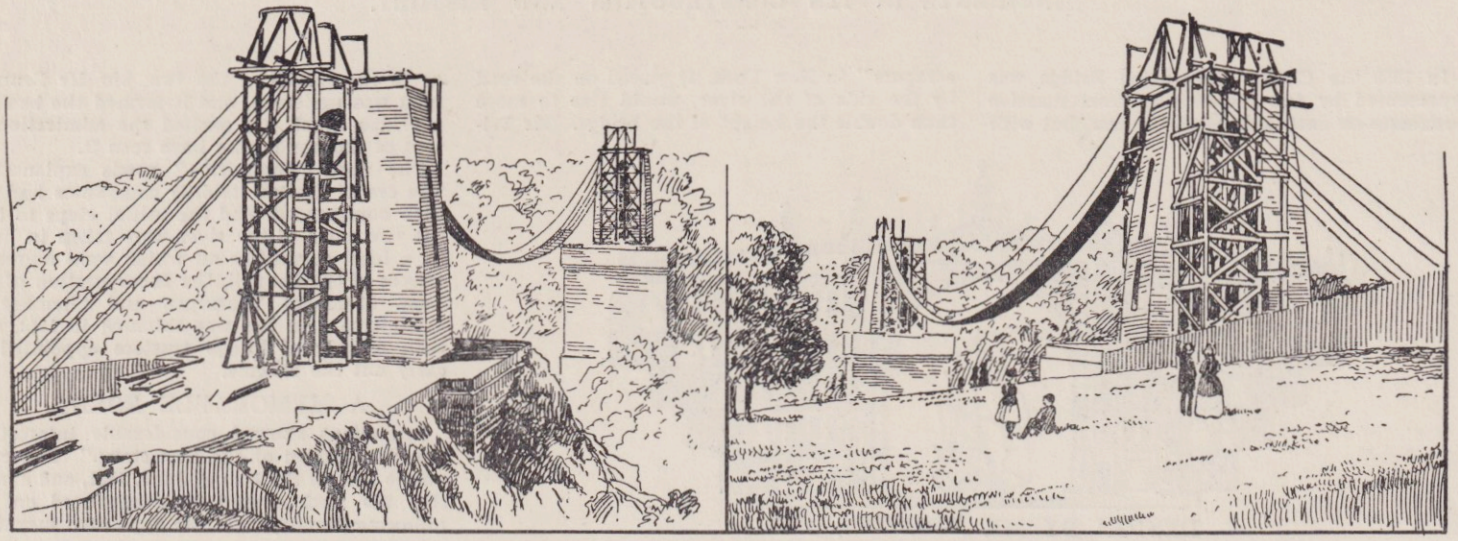
Bristolians showed considerable interest in the "excavation of the first stone." The committee met on the 18th of June, 1831, and agreed that the work should be commenced on the following Monday. On the appointed morning, after a public breakfast at the Bath Hotel, there was an assembly of ladies and gentlemen on the Clifton Down side, where the proceedings were to take place. Lady Elton was to perform the ceremony, and her task was lightened by navvies having previously begun the actual work of excavation. From the loosened stones the engineer presented one to



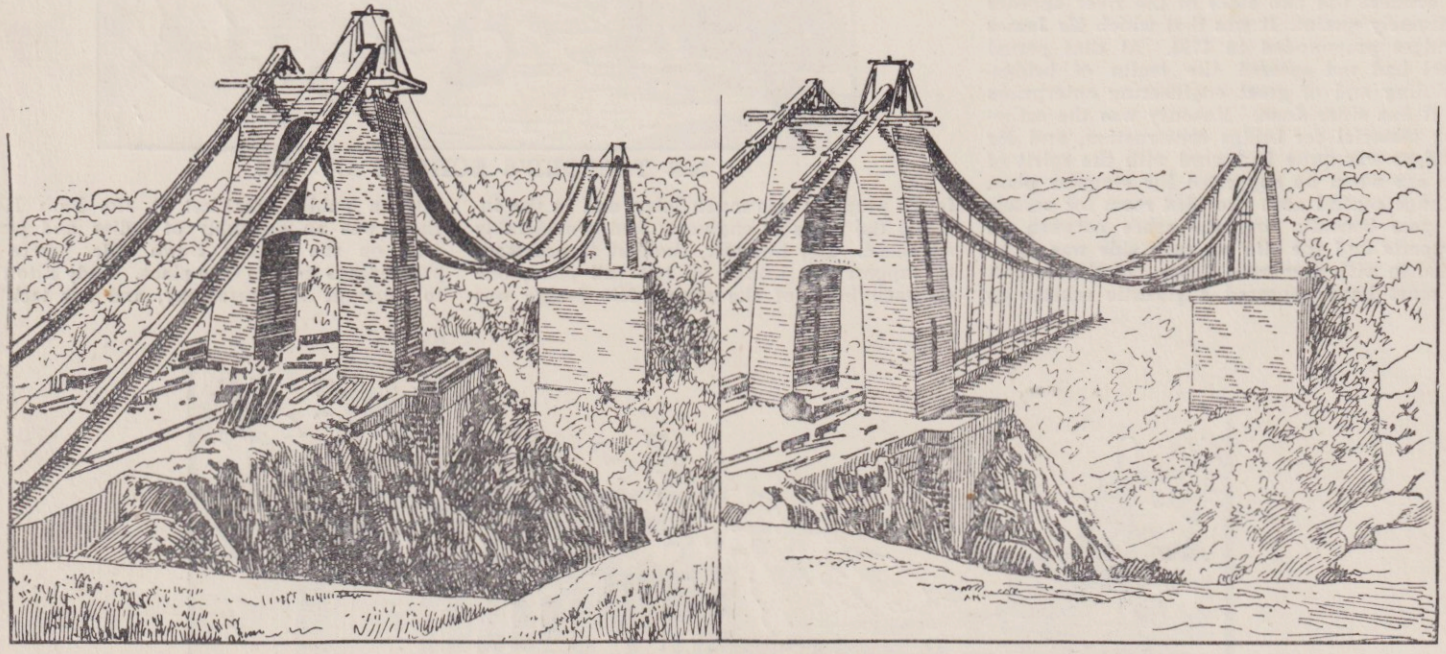
ABANDONED PIERS AND HOTWELL HOUSE AS IN 1858.

her ladyship as a memento; Lady Elton expressed her best wishes for the success of the enterprise; and a discharge of cannon and the playing of "God Save the King" signalled the event. Sir Abraham Elton made a congratulatory speech, the engineer's health was drunk, and Mr Brunel responded. One of the narrators adds that "the humbler classes were regaled with a barrel of beer, and the ceremony terminated 'much to the satisfaction of everyone.'"

Far more brilliant was the spectacle when the foundation stone of the buttress on the Somerset side was laid on the 27th August, 1836. One writer says:—"The scene was a very imposing one. Clifton side of the water was covered with people in holiday attire, the steamers and other vessels in the river displayed all their colours, and from the trees in the wood were suspended a vast number of flags." The Marquis of Northampton was Chairman of the British Association, which visited Bristol in that year, and he was chosen to lay the stone. The proceedings were at seven o'clock in the morning. When the Marquis arrived at the top of the steps leading down to the space where the stone was to be laid, every spot in the locality, upon which a human being could find a standing place, was occupied. A number of coins, comprising specimens of all that were then in circulation in this country, from the double sovereign to a farthing, were deposited in an aperture by the noble marquis; an inscribed plate was added to the collection, together with a copy of the Act of Parliament, and a china plate bearing upon it a representation of the bridge. This plate was one of a set which Mr Ivatts, of the Gloucester Hotel, had had manufactured for a public breakfast at his house that morning. The stone was then lowered into its place, and, at trumpet signals, the concourse cheered heartily and the roar of cannon resounded down the Avon Valley. The story of the day's proceedings also mentions that Mr Pocock and his pupils let off three green balloons painted as globes, and two larger white balloons. To one of the latter hung a motto, "Success to the undertaking."



WIRE ROPES CARRYING PLATFORM USED IN LINKING THE CHAINS.



FURTHER STAGES IN THE WORK.

ACROSS THE GORGE ON A BAR.

A few days before this ceremony an attempt had been made to fix an iron bar across the Avon. It was 800 feet in length, with a diameter of an inch and a half, and it is not surprising that considerable difficulty was experienced in securing it. It had been welded in Leigh Woods, and was drawn across the chasm by a capstan on the Clifton side. Just when success appeared to be within reach a ten-inch hawser gave way, and the bar fell into the river. It was again raised and secured, but it had developed a bend, and the unauthorised attempt of a gentleman to cross it by a travelling car had a sensational result. The car had ropes attached to it to draw it over and back; it came to a stop at the bend; a slack rope became entangled with the mast of the steamship Killarney, which was passing, and the car was swung in so violent a manner that it was feared the whole thing would give way. Opportunely the rope was cut, and the occupant's safety assured. Mr Brunel afterwards caused another exciting incident by his efforts, when over the middle of the chasm, to get the car past the bend. About the middle of September a new bar was fixed, and Mr Brunel, accompanied by a lad, made the first passage. It is recorded that a wedding party went to see this bridge, and resolved "to make a flying passage across the river." However, the car stopped in the middle, and it was some hours before

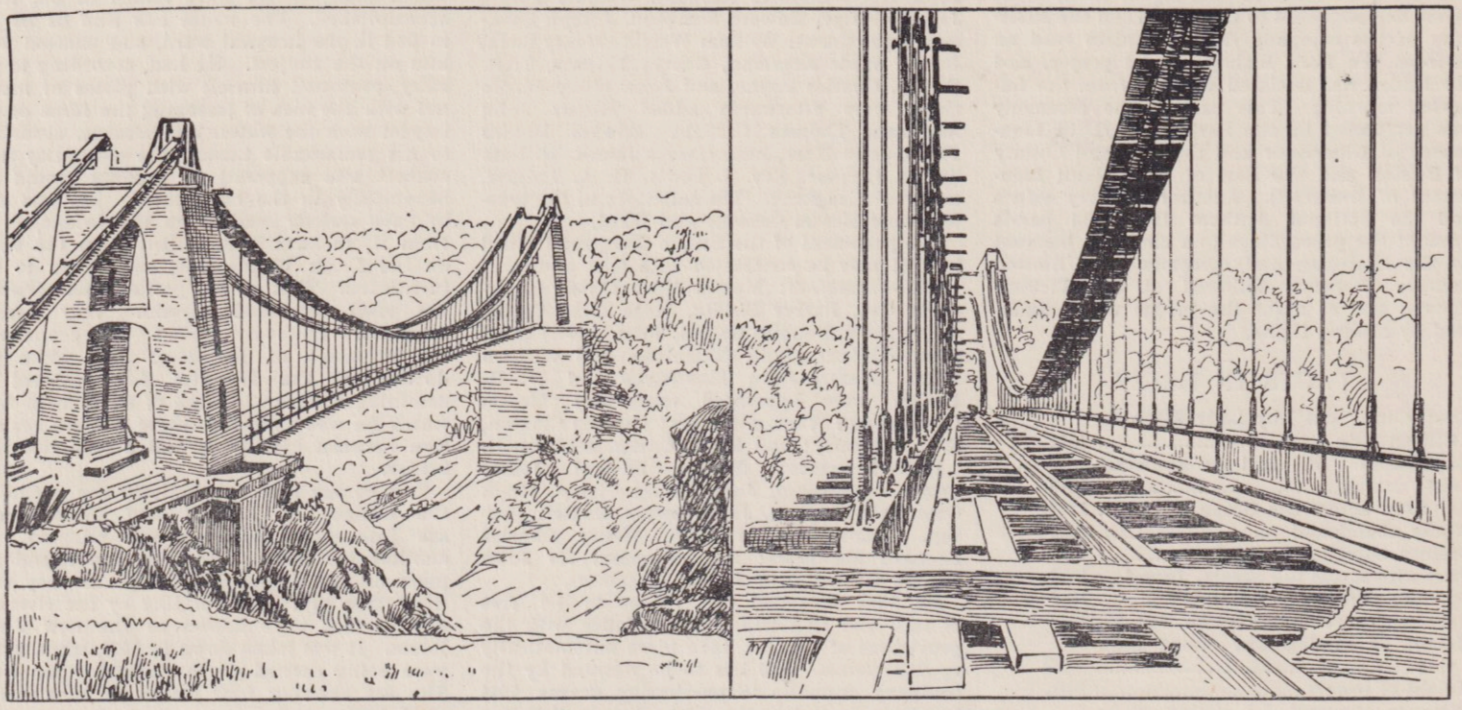
the adventurous pair were rescued from their uncomfortable position. Miss Frances Power Cobbe, who, a few years before her decease, was residing in Royal York Crescent, described this rather thrilling manner of reaching Leigh Woods. She had come from Ireland with her brother, and a tip to the workmen secured their consent for a trip not likely soon to pass from the memory of one who had tried it.

Then the troubles of the bridge builders became serious. The contractor failed, the trustees carried on the works for a time, their funds became exhausted, and in 1853, when £45,000 had been spent, the project was abandoned. The abutments and towers were left standing, but so hopeless were some inhabitants of fifty years ago that the Clifton Improvement Committee seriously discussed the propriety of taking down these monuments of failure, holding the opinion that they were never likely to be wanted.

SUCCESS ACHIEVED.

The company which carried the bridge to its completion was formed in 1861, the bill authorising the continuance of the works having received the Royal Assent in the summer of that year. That was the second Act of Parliament. The new company, who appointed Messrs John Hawkshaw and W. H. Barlow as engineers, acquired the towers and land for paid-up shares to the amount of £2,000. Chains had been previously manufactured to link the towers, but the vicissitudes of the scheme led to their being sold for the construction of Hungerford Bridge. Being no longer required for that structure, they were brought back, and installed in the position for which they were intended.

The bridge was completed and opened, amid great rejoicing, on Dec. 8th, 1864. The ceremony brought together one of the largest assemblies ever seen in Bristol. Detachments of the Volunteer Engineer and Rifle Corps lined the approach on the Clifton side, where Supt. Handcock and a body of police were present, with "instructions to enforce obedience to the regulations of the programme." The approach on the Leigh Woods side was lined by the Naval Reserve, the Somerset Volunteer Artillery, and the Bristol Volunteer Artillery. Here Chief Constable Valentine Goold and a body of Somerset police were in charge. A covered stand had been erected for ticket holders on the entrance roadway to the Clifton approach, and boys of the City and



BRIDGE CONSTRUCTION, NEARLY COMPLETED.

CLIFTON SUSPENSION BRIDGE IN 1908.

Colston Schools were ranged on the bridge footpaths. At noon an imposing procession passed over the bridge, Volunteers, civic representatives, and many other sections of the community being represented, while the trade societies carried their banners. On the arrival of the procession on the Leigh Woods side a salute was fired by the guns of the Artillery, and the procession at this signal faced right about and recrossed to Clifton. Then the chairman of the company (Mr M. Huish) read an address, the Lord Bishop offered prayer, and the bridge was declared open as from the following morning. This part of the ceremony was performed by the Earl Ducie (Lord Lieutenant of Gloucester and the City and County of Bristol) and the Earl of Cork (Lord Lieutenant of Somerset). Another artillery salute and the National Anthem from the bands brought the proceedings to a close. A banquet by the chairman and directors to a limited number of guests followed at the Victoria Rooms, and at night the bridge was illuminated by electric lights.

FACTS IN BRIEF.

First stone "cut" by Lady Elton on Clifton side	1831
Foundation stone laid on Somerset side	1836
Bar fixed across the Gorge	1836
Works abandoned	1853
Present company formed	1861
First wire across the chasm, June 4	1863
Opening ceremony, December 8	1864
Opening for vehicular traffic, Jan. 23.	1865
Height of carriage-way above high tide	245ft.
Height of towers	86ft.
Distance spanned by chains, from saddle to saddle	702ft. 3in.
Distance between abutments	627ft.
Weight about	1,500 tons
Links, 24ft. in length and 7ins. in width	4,200
Depth at which chains are anchored in the rock	70ft.
Cost about	£100,000

By the Act of 1830, the Master of the Merchant Venturers, the Senior Sheriff, and Mr Alderman Thomas Daniel were appointed trustees of the bridge. Power was given to add to their number, and on the appointed day the trustees met and elected the following gentlemen:—Messrs John Savage, James Adam Gordon, John Haythorne, George Daubeny, John Cave, Joseph Haythorne, Thomas Stock, Philip Protheroe, John Scandrett Harford, George Hilhouse, Abraham Hilhouse, John Evans Lunell, John Hare, Thomas Kington, William Fripp, James George, Edward Sampson, Joseph Cookson, Isaac Cooke, William Wright, Henry Bush, Daniel Wade Acraman, George Thomas, T. R. Guppy, Charles Payne, and John Winwood. To these were afterwards added Messrs John Acraman, Thomas Carlisle, Edward Bowles Fripp, John Hare, jun., George James, William Singer Jacques, Rev. J. Lewis, H. A. Palmer, and Nicholas Rock. The solicitors to the trustees were Messrs Osborne and Ward.

The personnel of the Bridge Company formed in 1861 may be contrasted with that to-day.

1861.—Directors: Messrs Mark Huish (chairman), Geo. Parker Bidder, Isaac Allan Cooke, James Ford, Douglas Galton, John Robert Hall, John William Smith Nicholson, and William Miles. Messrs John Hawkshaw and W. H. Barlow were appointed engineers; Messrs Osborne and Ward, solicitors; Captain Claxton, R.N., secretary; and Mr J. Curtis, accountant.

1908.—Directors: Messrs Edward James Swann (chairman), John Henry Clarke, Hugh Greenfield Doggett, John George Russell Harvey, Charles Bowles Hare, Henry Charles Leonard Matthews; and secretary, Mr John George Dennehy, of Albion Chambers.

Mr Vick intended the bridge to be free of toll, and this will, in accordance with the provisions of the Act, take place automatically in due course. £50 has to be devoted by the company annually to purchasing shares. 1944 has been named as the date when in this way the toll will be at an end, but this can be scarcely regarded more than estimate liable to be affected by the dividends the company earns.

Three people have survived the fall from the bridge to the river. One was a young woman, who in 1885 dropped from the structure, and whose descent was retarded owing to her dress acting as a parachute. In 1896 a man who was suffering from temporary derangement dropped two of his children over. The tide was high, and both were rescued by pilots who happened to be passing.

Another curious incident occurred many years ago. On a dark, wet night, information reached the office of the 'Western Daily Press' that a man had dived from the bridge. It was ascertained that a young fellow, hailing from the other side of the Atlantic, had been admitted to the General Hospital, and that he claimed to have performed a feat which many divers have talked of but none accomplished. The writer saw him as he lay in bed in the hospital ward, and chatted with him on the subject. He had, according to the story, protected himself with plates of metal, not with the idea of lessening the force of the impact with the water, but because, according to his remarkable theory, the electricity their contact was supposed to produce would act beneficially in the experiment. He was said to have quietly walked on the bridge, dived from it, to have been pulled from the water on the Leigh Woods side, and taken to the institution. That he was partially immersed in the river appeared certain. Very careful inquiries, however, failed to corroborate the narrative of his dive, and while the doctors at the Hospital felt justified in detaining the man because of an ailment from which he was suffering, there was no connection between his illness and a leap from the bridge.

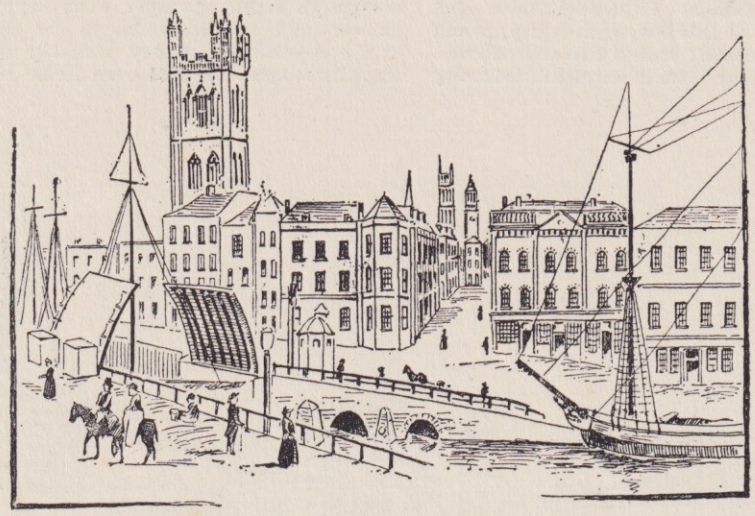
Two of the sketches indicate the nature of the designs of Bridges and Telford, and are interesting although not adopted. In another picture will be seen the abandoned piers of the Suspension Bridge as they were fifty years ago. The building by the riverside was at that time known as the new Pump Room. It was taken down in 1867, when works were being carried on to straighten the river. The set showing four stages of construction need little explanation. Several wire ropes carried a platform of planks, and another supported a "traveller" capable of moving a considerable weight. The eastern chain was first put together link by link upon the platform, and when it was complete the platform was shifted to the western side of the piers. The stability of the bridge was tested by placing 500 tons of stone in the centre of the roadway. The weight caused a deflection of seven inches, which disappeared when the load was removed. Before the opening, Dr. Livingstone crossed the then uncompleted bridge.

ROWNHAM FERRY, 1907.

THE EVOLUTION OF ST. AUGUSTINE'S BRIDGE.

Those who have revisited Bristol after many years' absence have been struck by the change that has occurred in the centre of the city. They recall the period when the Floating Harbour continued open as far as the Stone Bridge, and when the great stream of traffic between Clifton and the rest of Bristol had to be carried by a narrow Drawbridge. It was in itself an inadequate link, but, twice a day, the tide of pedestrians and vehicles was brought to a standstill by the bridge being swung back for small craft to pass through. Such conditions were put up with when people were fewer, vehicles less in number, and the course of life more leisurely. But in the process of time they became intolerable, and, under the pressure of public opinion, the Council decided they should no longer survive.

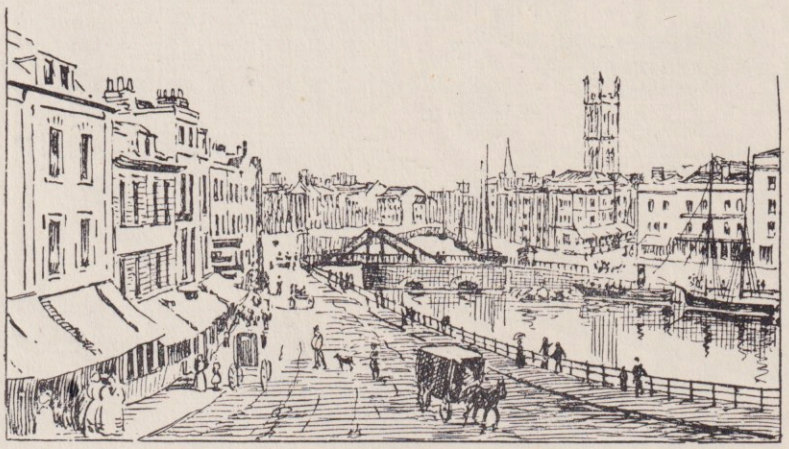
Since the beginning of the eighteenth century several bridges have been placed across the harbour at this spot. One bridge, built in 1714, cost the modest sum of £1,066, a proof that its capacity was not considerable. This was the first of the series, traffic before then having gone viâ the Stone Bridge or other crossing-places over the Froom. In 1755 a second drawbridge succeeded the first; and in 1796 a widening scheme was carried out. These were indications that the link between East and West was becoming more and more used. This 1755 bridge was worked on the bascule principle, the two halves being "raised by a curious, subterranean, mechanical contrivance of iron wheels with cogs, only requiring two people, one on each side, to elevate it." So wrote a local guide in 1793-4. his patriotism evidently stirred by this wonderful piece of mechanism.



THE BASCULE BRIDGE OF 1755.

THE DRAWBRIDGE OF 1858.

Then came the drawbridge which was in use in 1858. It was regarded in 1827, when it was erected, as a notable advance. It weighed 120 tons, cost £1,930, had a carriage-way 18ft. wide, and a footpath 5ft. wide on each side. The iron rods, which in the sketch form an inverted V, were presumably used to add to its stability. The structure continued until 1868, when it was replaced by the last of the order of drawbridges at this spot. This weighed 130 tons, and was a material improvement on the one it replaced. Two of the sketches show it at different periods. The smaller reminds us of other changes that have occurred in the past half-century. St. Werburgh's tower appears in it, and Baldwin Street does not. The venerable edifice near the corner of Corn and Small Streets was removed in 1878, and Baldwin Street was formed in 1881, so that the date of the view is prior to these changes. The larger picture of the Drawbridge recalls a scene much fresher in the memory. It was drawn about 1890, shortly before the erection of the present bridge. The shed close by it had been recently put up by the Docks Committee, and aroused some amount of critical comment.



THE DRAWBRIDGE IN 1858.

THE DRAWBRIDGE, ERECTED IN 1868.

THE FIXED BRIDGE CONTROVERSY.

During the eighties citizens chafed more and more against the hindrance caused by the Drawbridge. The construction of a fixed bridge involved the disuse of part of the docks, and while some argued that it was not worth retaining the shallow expanse of water extending to the Stone Bridge, others were strongly adverse to closing it to shipping. After deciding by a majority of 3 to 1 in favour of covering over this portion of the harbour, the members of the Council changed their minds, and determined to have a swivel bridge twice the

width of that in use. It was one of that class of questions upon which municipal representatives, in their anxiety to do what was best, found it extremely difficult to come to a final conclusion. A definite vote not to have a fixed bridge was followed by a resolution to erect one of the bascule design. Thirty members favoured this solution of the problem, and only eight were antagonistic to it. In the city there were many who dissented strongly from this way out of the difficulty—a Fixed Bridge Committee was formed; signatures of thousands of citizens were obtained in favour of its policy; the Corporation proved more and more amenable to the evidence of popular opinion, and at last, after two years spent in discussion and in contrary votes, an application was ordered to be made to Parliament so that a fixed bridge might be constructed. The Bill was passed, the plans of Mr F. Fry, C.E., were adopted, the southern half of the new bridge was opened on March 29th, 1893, while the "last brick" was laid by the son of the contractor, Mr A. Krauss, on May 6th of the same year.

THE DRAWBRIDGE AND ITS SURROUNDINGS ABOUT 1890.

REMARKABLE TRAMWAY TRAFFIC.

The name "Drawbridge" died hard; use had become second nature, and many continued so to describe the locality. The designation was, however, obviously incorrect, and the Tramways Company seized the opportunity to utilise the site and give it a title, "The Tramway Centre." Both names have survived, St. Augustine's Bridge being used to indicate the place generally, and "The Centre" to specify the triangular paved area on the three sides of which the electric cars draw up.

A spectator who, with the Drawbridge of 1858 and its environment impressed upon his memory, stands at this busy spot to-day, would for a moment scarcely realise his whereabouts. He would note that Clare Street exhibited many new frontages; that although St. Werburgh's had gone, the beautiful tower of St. Stephen's looked all the better for the lapse of half a century—thanks to the renovating zeal of the Ringers' Society. Baldwin Street would be fresh to him, and, as he glanced down the quay and remembered the old buildings of Aldersky Lane, he would be impressed by the change in that direction. Looking towards Canons' Marsh, he would miss almost everything with which he was familiar. Shifting his gaze, he would see, instead of the narrow and certainly not imposing entrance to St. Augustine's Place, the wider thoroughfare, Colston Street. Equally novel would be the Colston Avenue, where he would find trees, statues, and a broad walk, where he expected to see trows and craft of small tonnage. No feature in the picture could impress him more than the ceaseless rush of traffic and the number of arriving and departing electric cars. "What number of cars leave the Centre each day, and how many people could they carry?" the writer mentally asked himself as he looked at the busy scene. Mr Charles Challenger, the company's traffic manager, soon supplied the answer, and familiar although the picture is to the Bristolian of to-day, statistics add to its impressiveness. In 1858 even horse tramways were not at the service of the public; in 1908 the electric cars arriving at, plus those departing from the Centre, in one day could carry an aggregate number of passengers fifty thousand in excess of the total population of the city a half century ago. Mr Challenger kindly gave the figures in detail, and for simplicity took the departing cars only, reckoning their maximum capacity at 60 per car. The number of arriving and departing cars is, of course, ascertained by doubling the appended figures. This gives a capacity on inward plus outward journeys from the Centre of, roundly, 200,000 passengers per day. The population of the city in 1858 was 150,000.

ELECTRIC CARS LEAVING THE CENTRE EACH WEEK DAY.

To	Cars.	Capacity.
Durdham Down viâ Whiteladies Road	245	14,700
Durdham Down viâ Zetland Road	216	12,960
Ashley Down Road and Filton	344	20,640
Fishponds	224	13,440
Joint Railway Station	111	6,660
Hotwells	259	15,540
Brislington	267	16,020
Total	1,666	99,960

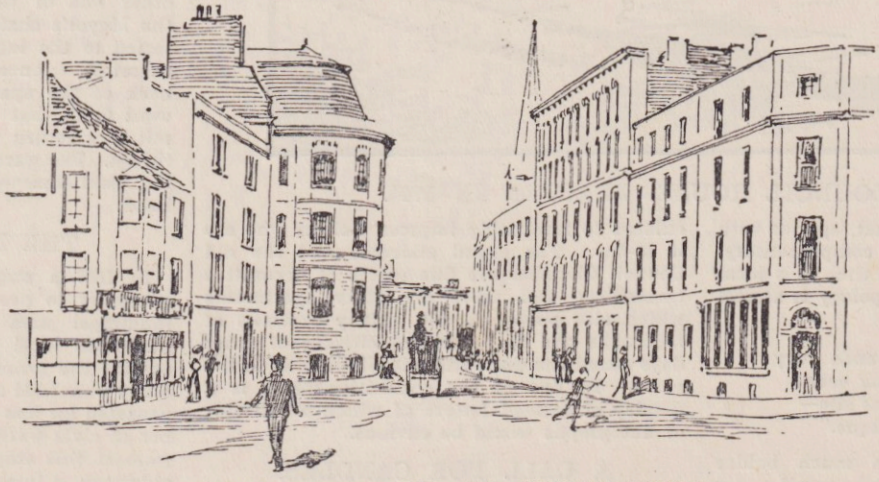
From 5.30 in the morning to 11.45 at night the service is continued, and numerous although the districts reached directly from St. Augustine's are, there are several sections which do not make it their terminus. Another interesting fact deserves mention. Although the carrying capacity is 60 passengers per car, the average number of riders on each car leaving the Centre is only eight. That is found to be the number of passengers per mile run. This is the experience throughout the country. So many trips are made with one or two persons on the car that the average is soon brought down. At certain times of the day the rush is such that it is difficult for any service to cope with it.

ONE CHANGE LEADS TO OTHERS.

Allusion has been made to the fact that members of the Docks Committee protested against the area of the harbour being reduced by the fixed bridge scheme. Their views were not allowed to prevail, but the difficulty was met in another way. St. Augustine's Parade was narrow, and the harbour in its vicinity still retained the shelving banks. This part of the dock was therefore little used, except for vessels lying up, and these moored a little distance from shore. There is now a wide avenue to College Green, and in place of shallow water, a wharf on which vessels can discharge their cargoes. This involved the erection of Dean's Marsh transit shed, and some citizens feared that a building of a strictly utilitarian design would spoil the approach to College Green. The unusually decorative character of the shed is due to the desire to overcome this objection. Many will remember, when this part of the harbour was in its old state, a fire breaking out aboard a sailing ship moored neared this spot. It is probable that the chemical engine of the City Fire Brigade would in these days have extinguished the outbreak very speedily. As it was, the vessel burned to the water's edge and provided an interesting sight for spectators.

The Drawbridge in 1858 had a width of 28ft.; the roadway to-day is about 225ft. wide at the centre. This measurement is from the balustrade to the entrance of Colston Avenue, and includes pavements.

ST. AUGUSTINE'S BRIDGE AND THE TRAMWAY CENTRE IN 1908.



QUAY STREET AND ST. JOHN'S SPIRE.

THE COUNCIL HOUSE AND MUNICIPAL OFFICIALS.

One of the problems that the lapse of fifty years has not satisfactorily solved is the provision of municipal buildings worthy of Bristol and adequate to its administration. The building erected in 1704 stood until a few years before the advent of the Municipal Reform Act, and when the thoughts of Bristolians turn to the remarkable doings of the olden Corporation they must think of them as occurring, not in the present, but in the more ancient structure. The Council House with which the present generation is familiar was

THE OLD COUNCIL HOUSE, ERECTED IN 1704.

completed in 1827. From the first, opinion with regard to it has been scarcely complimentary, and the verse published at the time in a local journal is so familiar that an apology is almost needed for quoting it—

"Why yonder mansion stands awry
Does Bristol wondering seek?
Like to its Councils is its site—
Oblique, oblique, oblique."

The architect had planned a much bolder scheme providing for a Guildhall as well as for municipal administration, and he also suggested the widening of Corn Street and Broad Street. Eighty years ago the citizens were familiar with the discussion on the removal of the Council House to a spot where land was less cramped. The unreformed Council, lavish as they were in salaries and expenditure on festivities, were not ready to act boldly in this matter, and hence the design had to be modified, and a structure to which an American a few years ago gave the name "mausoleum," came into existence. Some of the features of the interior of the building, however, are calculated to favourably impress visitors who see it to-day. The grand staircase and the old Council Chamber are fine pieces of decorative treatment; and there are other apartments which also possess merit. Many portraits of monarchs and of prominent citizens of other days adorn the walls and add distinction to the place. In one of the committee-rooms is a display of framed letters of which a collector of autographs would be envious.

A CALL FOR CANDLES.

In 1858 the Council numbered 48 elected members and 16 aldermen, a total of 64. At that period the members were returned to represent ten wards, some having three, others six, and one nine councillors. Changes in population and rateable value rendered the representation increasingly inequitable, and in 1866 an agitation for reform was started. It was, however, not successful until the Session of 1880, and even then an effort was made to defeat the redistribution scheme to which the Council had given its approval. The city now became divided into thirteen wards, but the Council was not enlarged, and, although there were many complaints about the alternating stuffiness and draughtiness of the gilded Chamber, it still continued to be used. This is one of the few public rooms in Bristol in which gas was never installed, and, until electricity was introduced, the Council Chamber went unlighted. Council meetings, however, customarily began at noon (one o'clock is the usual time now), and it was not often the sitting was protracted until dusk. One meeting remains in the memory because the proceedings were continued long after daylight had gone. The full resources of the establishment in the supply of chamber candlesticks scarcely sufficed to do more than render the darkness visible. The public are not admitted to meetings of the Corporation, and a lady recently expressed surprise when informed that it is not customary for members to attend ordinary Council meetings in their scarlet robes. The Lord Mayor, however, dons the dress of his high office, and is preceded when entering and leaving the Council by the sword-bearer, who carries an immense weapon with a richly-ornamented scabbard.

AN UNREPORTED MEETING.

In the old Chamber, until a comparatively recent date, the floor was occupied by seats (shown in the group of sketches), covered with red cloth. They were comfortable, but allowed no accommodation for papers beyond the little wallet which a councillor found fixed to the back of the seat in front of him. Reporters' seats were formerly at the rear of the room. The Mayor was the only member who faced their way, and speakers nearly always had their backs to the journalists. This resulted in a curious incident. The difficulties of accurate reporting were so obvious under these circumstances that, attention being called to the matter, the desks were at last placed at the other end of the Chamber, on each side of the Mayor's chair. Some of the aldermen objected to the innovation, and the desks were, therefore, once more shifted to the back of the apartment. Then an ultimatum went forth that the pressmen would not submit to a return to this unsatisfactory state of things. The warning was unheeded; one meeting went unreported, and the Council capitulated.

THE NEW CHAMBER.

In 1897 a step was taken which made it necessary to provide a larger Chamber. The municipal area was enormously increased; numerous local bodies exercising jurisdiction outside the former limits were disestablished; many unneeded officers were pensioned or compensated for loss of employment; and the number of civic wards was increased to 19. There were at this stage 63 elected members and 21 aldermen, a total of 84. 1904 saw another addition to the municipality, Westbury, Shirehamp-

ton, and Avonmouth having been brought in. This meant an increase of three councillors and one alderman, and the total crept up to 88. For the larger assembly a new Chamber was imperative, and one has been erected, in which each member has the advantage of a small table for his papers, and seats are arranged in a semi-circle round that of the Lord Mayor. It is now the custom for a chairman of a committee who is presenting a report to take his place at a desk by the Lord Mayor's side, so that the speaker is face to face with the whole assembly. The new room was first used on July 11th, 1899; the smaller, but more ornate chamber, which was then abandoned, is regularly the meeting place of the chief committees.

NOTEWORTHY DATES.

1899 and 1907 are noteworthy dates in the annals of the Council. The first is the year in which the order was promulgated under

THE PRESENT COUNCIL HOUSE, COMPLETED IN 1827; SKETCHED IN 1893.

which Bristol's chief magistrate became entitled to be addressed as the Right Hon. the Lord Mayor. Sir Herbert Ashman, Bart., was the first of the new line, and had the exceptional privilege of being knighted on the steps of the Council House by Queen Victoria. The list from that period is as follows:—

Lord Mayors.	Sheriffs.
1898-9.	
Mr Herbert Ashman	Mr Charles Wills
1899-1900.	
Sir Herbert Ashman	Mr George Alfred Wills
1900-1.	
Ald. J. Colthurst Godwin	Mr E. B. James
1901-2.	
Ald. C. E. L. Gardner	Admiral Close
1902-3.	
Sir R. H. Symes	Mr J. Weston Stevens
1903-4.	
Sir R. H. Symes	Mr W. H. Greville Edwards
1904-5.	
Mr E. B. James	Col. H. Cary Batten
1905-6.	
Mr A. J. Smith	Mr H. L. Riseley
1906-7.	
Ald. A. J. Smith	Mr Henry Daniel
1907-8.	
Ald. E. B. James	Col. H. Cary Batten

1907 was marked by a redistribution of seats, which removed the more glaring anomalies in representation previously existing. Under the new arrangement Bristol was divided into 23 wards, with 69 councillors and 23 aldermen, a total of 92.

The jurisdiction of the Council now extends over four times the area the assembly of 1858 had under its charge. The enlargement of the city has had important administrative results. The whole municipality has become one civil parish; there has been a reform in the method of rate-collecting and assessment. Great Poor-law changes have been effected. Uniformity has been introduced where formerly there were differing jurisdictions, and in some cases little attention was given to sanitary safeguards. With the extension there has happily come a broader outlook, and less liability to be swayed by the prejudices of a section of the community.

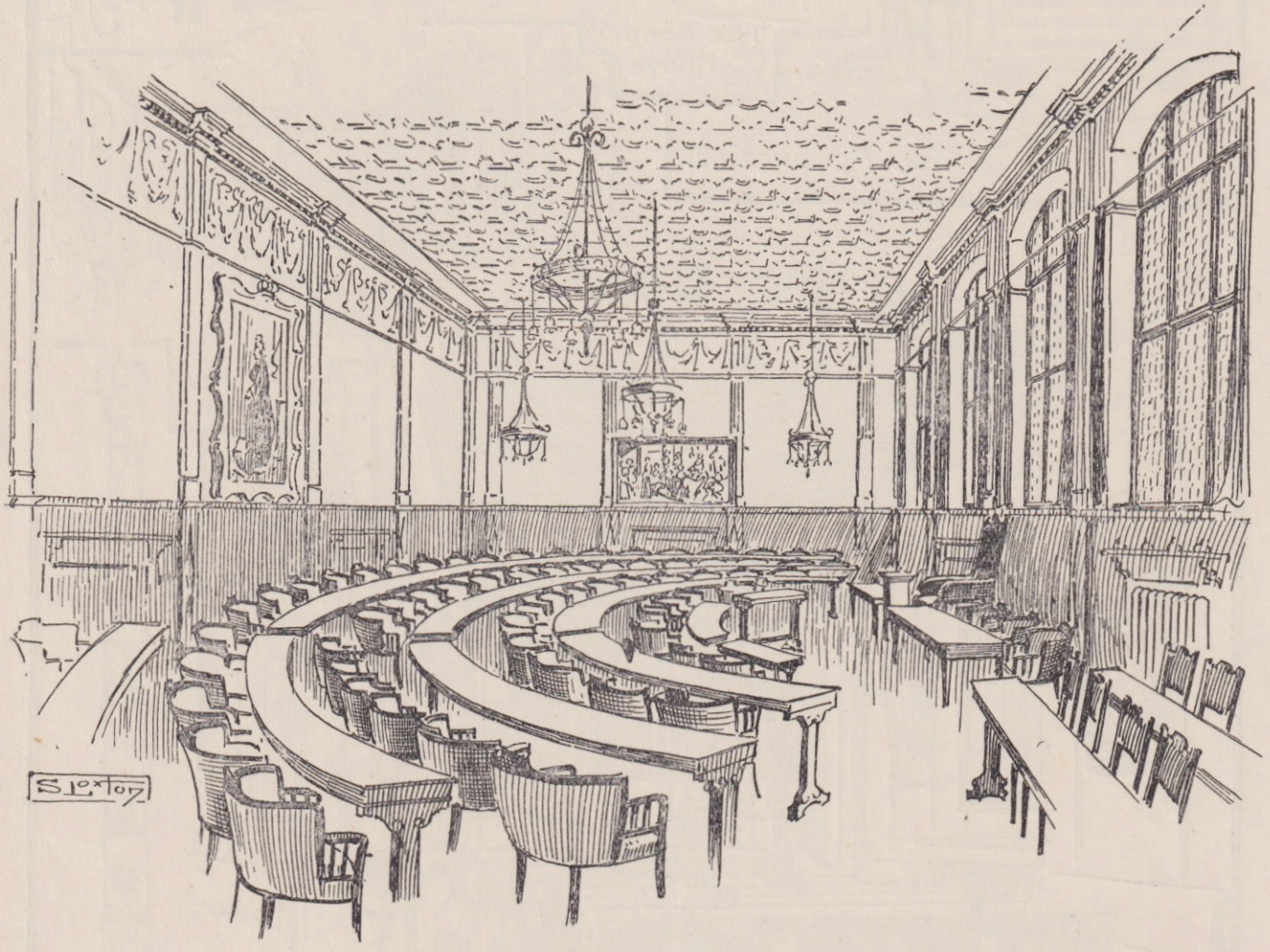
ON THE SCATTERED HOMES SYSTEM.

In later years the Council House has been altered internally, and extended on the Broad Street side, but it is quite incapable of accommodating the various city departments. These are consequently distributed in so many buildings that probably few citizens could go through the list and accurately locate each of them. Fifty years ago the Board of Health had offices at 13, Prince Street; there was an "Office of Roads" (really that of the turnpike trustees), in Small Street; the Docks Office was in Queen Square; the Office of the Quay Warden and Water Bailiff on the Grove; and that of the Weights and Measures Inspector in Bell Lane. The Police Court was at the Council House. Turning to Wright's Directory of 1908, we find the following:—

Electricity Department—Temple Back.
Education Committee—Guildhall.
City Accountant's Office—51, Prince Street.
City Analyst's Office—18, Prince Street.
City Engineer's Office—63, Queen Square.
City Valuer's Office—Exchange Buildings, West.
Docks Office—21, Queen Square.
Electricity Accounts Office and Rates Office, Broad Street.
Gas Inspector's Office—Silver Street (formerly St. James's Back).
Harbour Master's Office—The Grove.
Police Court and Magistrates' Office—Bridewell Street.
Public Health Offices, Medical Officers, and Port Sanitary Authority—40, Prince Street.
Weights and Measures Office—Bridewell Street.

This does not quite exhaust the category. There are necessarily a few civic offices placed elsewhere for business convenience, but the list indicates strikingly the separation that has been allowed to take place of departments that might with advantage be brought under the same roof. Officials are engaged on several branches of municipal work not specified, and these are located at the Council House.

Although the public have no means of knowing the financial results of fitting up and adapting offices at numerous centres, there is good reason to believe it is an expensive process as well as unsatisfactory in other ways. The Council have discussed the subject until members were weary of the theme; while a section have been opposed to doing anything beyond "a peddling policy" (as the late Mr Proctor Baker termed it). Those who favoured launching out on a site where room would be sufficient to accommodate all departments have been hopelessly divided as to where the new buildings should be.



NEW COUNCIL CHAMBER, FIRST USED IN 1899.

A feature in the Council House familiar to older Bristolians has gone—the curious little Police Court where the city's petty sessional work used to be conducted. The Lord Mayor's Parlour was one of the results of the change which swept away the old Court. By the enlargement on the Broad Street side the Council House has been extended over the site occupied by the premises vacated by the 'Western Daily Press' in 1885, when the new office in Baldwin Street was erected.

OFFICIAL CHANGES.

Changes in the ranks of officials are far too numerous to detail. In fifty years there have been four Town Clerks—Mr D. Burges, junr., who held the position in 1858; Mr W. Brice, Mr D. T. Burges, and Mr E. J. Taylor. In the list appended, while several of the names are familiar, none are found among the principal officers given in the 1908 copy of Wright's Directory.

OFFICIALS IN 1858.

Town Clerk—D. Burges, junr.
Treasurer—J. Harford.
Clerk to the Magistrates—W. Brice.
Clerk of the Peace—W. O. Hare.
Under Sheriff—W. O. Hare.
Mayor's Chaplain—Rev. J. H. Crowder.
Coroner—J. B. Grindon.
Sword Bearer—F. G. Prideaux.
Police Superintendent—J. S. Handcock.
Governor of the Gaol—J. A. Gardner.
City Librarian—G. Pryce.
City Surveyors—R. S. Pope, S. C. Fripp, and J. Thomas.
Secretary of the Docks Committee—E. Hinton.
Dock Engineer—Thomas Howard.
Dock Master—S. Green.
Receiver of Town Dues—H. Glascodine.
Receiver of Mayor's Dues—H. S. Steddar.
Water Bailiff—S. Baker.
Quay Warden—E. Robe.
Haven Master—J. Drew.
Inspector of Weights and Measures—W. J. Gingell.
Surgeon to the Gaol—A. Bleeck.
Chaplain to the Gaol—Rev. C. Brittan.
Collector of Exchange and Nicholas Markets—R. Morgan.
Collector of St. James's Market—T. Easterling.
Clerk of the Hay Market—J. N. Townsend.
Superintendent of Baths and Wash-houses on the Weir—W. E. West.
Crane Master—J. Brawn.
Drawbridge Master—W. F. Butterwick.
Land Steward—W. Sturge.
Exchange Keeper—J. Stone.
Sheriffs' Officer—F. N. Watkins.
Clerk to the Board of Health—J. G. Heaven.
Surveyor to the Board of Health—F. Ashmead.
Medical Officer of Health—David Davies (father of the present Dr. D. S. Davies).
Inspector of Nuisances—J. Yeates.

Mr W. W. Stoddart was chosen analyst in 1873, and on his death Mr F. W. Stoddart was appointed to the office, which he continued to hold until July, 1905.

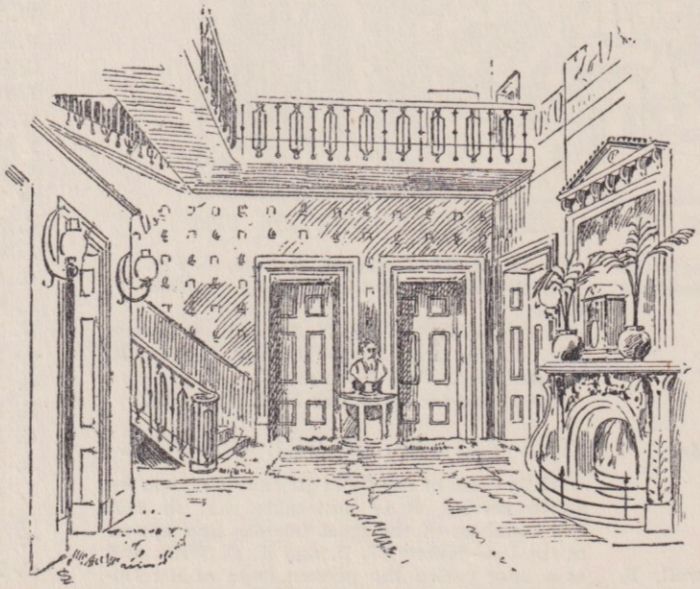
The lapse of fifty years has produced such an extension in the work of the Council that it would be insufficient to place side by side with the 1858 list the names of those who hold the positions to-day. Those entrusted with the important work of education alone form a battalion of civic employés; and district surveyors, inspectors, and other officers are necessarily a numerous body in a city the size of Bristol. The following list, therefore, sets forth some of the more prominent officials only:—

PRINCIPAL CIVIC OFFICIALS IN 1908.

Town Clerk, Clerk to the Urban Sanitary Authority, Clerk to the Education Committee, and Deputy-Judge of Tolzey Court—E. J. Taylor.
Treasurer—J. Tremayne Lane.
Assistants to Town Clerk—W. H. Wise, A. P. Holden, F. P. Tyrrell, and J. Green.
Assistant Treasurer—A. C. S. Paul.
City Engineer and City Surveyor—T. H. Yabbicom, M.I.C.E.
Deputy City Engineer and City Surveyor—W. J. Steele, Assoc.M.I.C.E.
Clerk to the Magistrates and Clerk to the Renewal Authority and Compensation Authority—T. Holmes Gore.
Assistant Clerk to the Justices—J. E. Braithwaite.
Deputy Clerk to the Compensation Authority—A. J. Esbester.
Clerk of the Peace—L. C. Danger.
Chief Constable—James Cann.
Haven Master—Captain C. F. Hart, R.N.R.
Lord Mayor's Chaplain—Rev. J. H. Bright.
Coroner—H. G. Doggett.
Deputy Coroner—A. E. Barker.
City Valuer—Peter Addie, F.S.I.
Public Analyst and Bacteriologist—Edward Russell, B.Sc., F.I.C.
Medical Officer of Health—D. S. Davies, M.D., D.P.H.
Deputy Medical Officer of Health—J. C. Heaven, L.R.C.P., D.P.H.
Resident Medical Officer at Ham Green Hospital—J. J. Fletcher, M.D., D.P.H.
Visiting Medical Officer at Novers Hill—G. C. Pauli, M.R.C.S.
Chief Inspector Port of Bristol—S. Dimond.
Medical Superintendent of Bristol Lunatic Asylum—Dr. J. V. Blachford.
City Librarian—E. R. Norris Mathews.
Assistant City Librarian—L. A. Taylor.
Curator of Bristol Museum—H. Bolton.
Superintendent of Art Gallery and Antiquities—Richard Quick.
Electrical Engineer—H. Faraday Proctor.
Deputy Electrical Engineer—H. H. Couzens.
Secretary and Accountant of the Electricity Department—F. W. Prosser.
Secretary of Education Committee—Wm. Avery Adams.
Chief Superintendent of Baths—James Kane.
Sword Bearer—J. A. Bush.
Inspector under Food and Drugs Act, &c.—F. W. Simpson.
Assistant Overseer.—James Burge.
Inspector of Weights and Measures—E. T. Thomas.
Accountant—James Crompton.
Chief Inspector of Nuisances—J. W. Kirley.
Chief Collector of Rates—D. W. Sampson.
City Auditors—E. J. Richards and Solomon Hare.

BRISTOL DOCKS.

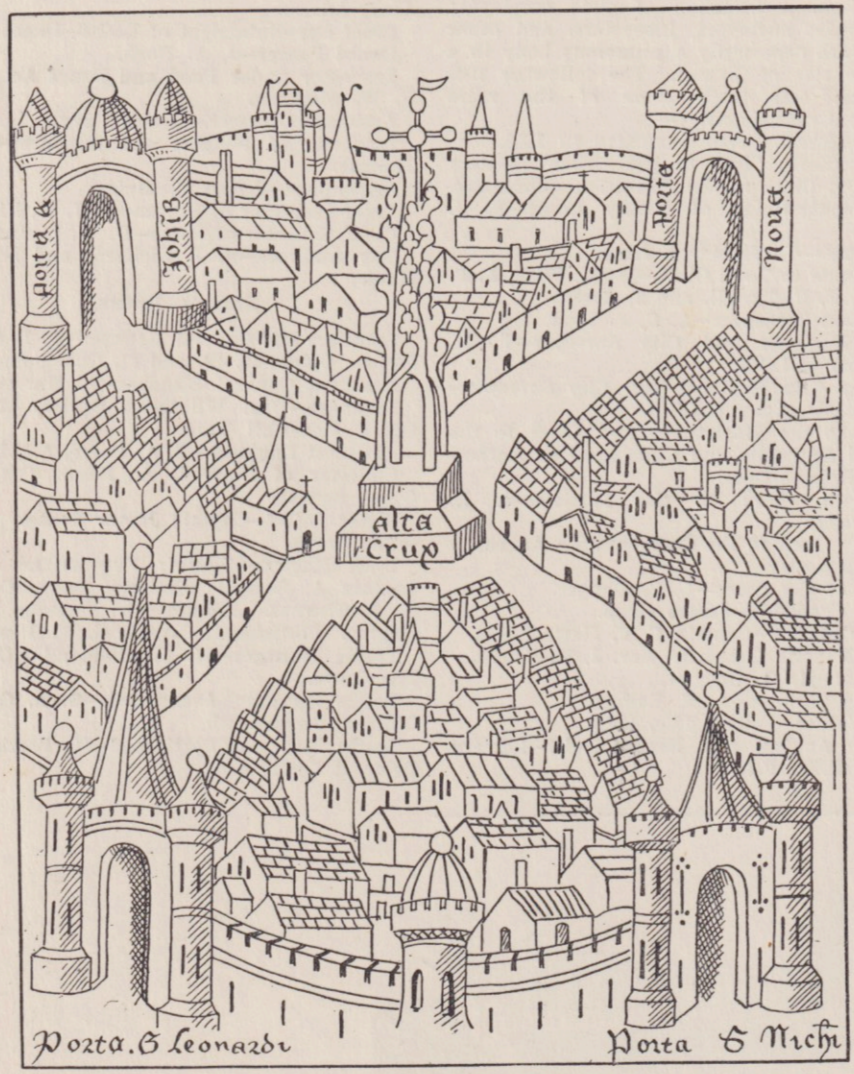
Secretary and General Manager—F. B. Girdlestone. Office—19, 20, and 21, Queen Square.
Assistant General Manager—A. Harvey.
Engineer—Wm. Wilkinson Squire, M.I.C.E. Office—Underfall Yard.
Assistant Engineer—T. A. Peace, A.M.I.C.E.
Collector of Dues—J. A. Rose. Office—21, Queen Square.
Water Bailiff—Captain James Turner. Office—The Grove.
Dock Masters—Bristol: Cumberland Basin, Captain A. Sendell; Bathurst Basin, Captain G. J. Thomas. Avonmouth: Captain W. E. Harvey. Portishead: Captain G. W. Gilmore.
Traffic Manager—W. T. Shapland. Office—The Grove.
Traffic Manager, Avonmouth—G. A. Collins. Office at Avonmouth.
Traffic Manager, Portishead—H. Barrington. Office at Portishead.



MANSION HOUSE, CLIFTON DOWN; THE ENTRANCE HALL.

COUNCILLORS AND THEIR VARIED RESPONSIBILITIES.

The lapse of fifty years has produced a complete change in the personnel of Bristol Council. Not one of the aldermen or elected representatives of 1858 is now connected with the Corporation, indeed, only two—Mr Charles Nash and Mr C. J. Thomas—continued their service until 1883. Several of the names are, however, quite familiar to the present generation. Mr P. Vaughan, one of the aldermen of 1858, was the father of Mr P. H. Vaughan, who has been a generous supporter of the Queen Victoria Jubilee Convalescent Home,



BRISTOL AS SHOWN IN RICART'S CALENDAR OF 1480.

Durdham Down, and the Royal Infirmary. The Council half a century ago was constituted as follows:—

ALDERMEN IN 1858.

J. Vining	P. Vaughan
H. Ricketts	R. G. Barrow
R. Robinson	F. K. Barnes
James Ford	W. O. Bigg
T. Green	W. W. Alexander
W. C. Beloe	H. Abbot
R. Phippen	F. Adams
T. Proctor	S. V. Hare

TOWN COUNCILLORS IN 1858.

Bedminster—J. Ayre, jun., H. Terrell, F. Terrell.

Bristol—J. G. Shaw, J. Bates, A. Alexander, T. Canning, R. Fuidge, J. Hassell, A. H. Palmer, R. Lang, J. W. Miles.

Clifton—M. Castle, I. A. Cooke, Major-General Worrall, O. C. Lane, J. B. Burroughs, J. Colthurst, J. M. Kempster, G. Cooke, J. Coates.

District—R. Goss, J. Perry, W. Naish.

Redcliff—J. Hare, C. Price, R. J. Poole King, H. Prichard, W. T. Poole King, M. Perkins.

St. Augustine—F. W. Green, C. Nash, J. Fisher, Dr. G. Rogers, C. G. Heaven, C. Taylor.

St. James—W. Herapath, G. Cole, R. Fry.

St. Michael—J. Wetherman, J. Smith, J. Poole.

St. Paul—H. O. Wills, W. D. Wills, C. Tovey.

St. Philip and Jacob—Harman Visger, R. Leonard, jun., C. J. Thomas.

The Mayor for 1857-8 was Mr I. A. Cooke.

THE FATHER OF THE COUNCIL.

While none of the "Old Brigade" remain on active service, it is noticeable that in 1858 two members of the great tobacco firm appear in the list—Messrs W. D. and H. O. Wills, and at a later period the present head of the Imperial Tobacco Company, Lord Winterstoke, and Sir Frederick Wills, entered the Council. Bristolians observe with regret that this historic link between the municipal body and one of the most important local industries is not now maintained by the inclusion of a member of the family of Wills in the Council. It may surprise some to hear that Alderman C. B. Hare is an easy first in length of service among the members of 1908. He entered as an elected representative for Redcliff as far back as 1871. Alderman Townsend joined the municipal body three years later, but relinquished his seat when he entered Parliament. He was brought back to the assembly by being made an alderman in 1897. Mr James Inskip, who left the Council a year ago, would, if he had remained, come next to the father of the house, for his entry as member for Clifton dates from 1872. Mr Proctor Baker became a member in 1869, but he retired several years before his death, which occurred in 1907. For a time he was father of the Council, and, during his long service, took a prominent part in civic business. Alderman Hare's thirty-seven years' service is a notable performance for any man, but it by no means constitutes a record, even if the competition be limited to those elected since the Municipal Reform Act. The Rev. A. B. Beaven, in his "Bristol Lists," published in 1899, mentions that Mr William Poole King sat for Redcliff for 39 years (1841 to 1880). Mr Richard Poole King and Mr Christopher Thomas each served for 38 years and 9 months, the former from 1835 to 1874, and the latter from 1845 to 1883. Mr T. Daniel was a member of the un-reformed and reformed Councils, and easily beats these periods of work by continuous membership for 56 years (from 1785 to 1841).

THE PRESENT COUNCIL.

The names of the present members of the Council, given below, are arranged alphabetically, and the figures show the date of election, or re-election after an absence from the Chamber:—

ALDERMEN IN 1908.

	Elected Councillor.	Elected Alderman.
W. R. Barker	1882	1902
E. B. Colthurst	1886	1901
C. W. Cope-Proctor	—	1878
J. Curle	1896	1904
W. Howell Davies	1885	1897
J. W. S. Dix	1876	1891
J. Fuller Eberle	1886	1902
W. H. Elkins	1891	1906
C. E. L. Gardner	1881	1898
J. W. Hall	1883—1886	1897
C. B. Hare	1871	1896
E. B. James	1891	1906
M. Levy	1882	1904
S. Lloyd	1887	1904
C. J. Lowe	1897	1902
E. Parsons	1889	1904
G. Pearson	1888	1899
A. J. Smith	1897	1907
J. Swaish	1890	1906
Sir R. H. Symes	—	1895
W. Terrett	1882	1904
C. Townsend	1873—1893	1897
J. Walls	1886	1902

COUNCILLORS IN 1908.

H. Anstey	1895	T. B. Johnston	1907
F. G. Barnett	1886	A. Levy-Langfield.	1896
W. Baster, 1897 to 1901; re-entered	1904	G. Langford	1902
H. W. Beloe	1905	F. Leigh	1905
C. P. Billing, 1897 to 1903; re-entered	1905	E. T. Lewis	1888
J. Boyd	1896	T. T. Lindrea	1904
G. Bradbeer	1902	H. J. Maggs	1906
G. B. Britton	1897	A. McArthur	1900
C. T. Budgett	1907	F. E. Metcalfe	1907
E. B. Burt	1905	F. Moore	1897
T. Butler	1904	S. G. Moxey	1903
T. Cleverdon, 1891 to 1894; re-entered	1904	C. Newth	1893
E. T. Collins	1902	G. H. Oatley	1905
E. H. Cook	1900	G. S. Page	1906
J. Coole	1897	J. Pembery	1894
A. P. I. Cotterell	1904	A. B. Perry	1903
H. F. Cotterell	1897	J. Poole	1897
W. Cottrell, 1890 to 1893; re-entered	1895	W. G. Pope	1899
G. E. Davies	1902	E. B. Richards	1907
H. F. Devis	1906	E. Robinson	1906
A. Dowling	1906	C. Shaddick	1907
E. M. Dyer	1902	F. Sheppard, 1893 to 1896; re-entered	1904
A. E. Ellery	1907	S. Shirley	1897
I. A. Forestier-Walker	1907	F. Spofforth	1891
F. Freeman	1906	R. C. Stephens	1895
A. Froud	1907	J. S. G. W. Stroud	1905
J. Grigg	1906	C. J. Thorne	1904
F. O. Hawkins	1900	W. A. Titley	1902
C. A. Hayes	1904	E. N. Tribe	1906
J. Henshaw	1905	H. W. Twiggs, 1890 to 1896; re-entered	1900
T. J. Hiscox	1905	H. W. K. Wait	1893
S. Iles	1903	W. Whitefield	1906
W. Jennings	1897	M. Whitwill	1906
		Colston Wintle	1897
		H. C. Woodcock	1905
		J. Worth	1902

MANIFOLD ACTIVITIES.

The tendency during the past half century has been steadily in the direction of increased responsibility and work for the Councillors. Not a few of the duties to-day were unknown to the members of 1858. It is rather curious that the Corporation, while leaving it to companies to provide the city with gas and water, and carry on the tramways, found themselves forced by circumstances to take over from a company what is, perhaps, the most complex of all businesses—dock management. That, as Mr Kipling was fond of saying, "is another story;" but it cannot be altogether lost sight of in a general review. Although the Council of Bristol have not followed the example of so many of the leading cities in regard to "public utilities" other than the docks and electrical supply, the Councillor of 1908 cannot complain of lack of occupation. Dock administration alone involves a range of business activities of the widest kind. The Council, collectively, are large landowners. At Portishead the property of the Corporation amounts, roughly, to a square mile—an area equal to one-twenty-seventh of that of the whole municipality. The possession of this and other estates at a distance introduces the difficult problem of developing property in neighbouring jurisdictions. The Council, acting in the double capacity of landowners in the county and as an authority for lessening distress owing to want of employment in the city, were asked by two committees to agree to the formation of a marine lake at Portishead. The dual appeal was, however, ineffectual, chiefly because the money was to be spent outside the city. To the letting of allotments, now quite an old established department, is about to be added the provision of small holdings for those who wish to "get back to the land." The Council can also claim to be horticulturists and fruit growers. They propagate every year thousands of bedding plants for the parks, and a 1907 report credits them with the production, at gardens situated at Ham Green, of a considerable quantity of fruits and vegetables for the adjoining hospital, besides which over a ton of tomatoes and 4cwt. of grapes were sold. It may be stated parenthetically that the business produced a small profit. In taking over the Ham Green Estate for an Isolation Hospital, the Council acquired a fine garden, with vineries and greenhouses and hence this somewhat unusual class of civic business. The public are familiar with the Council as money borrowers; they are also money lenders, and a man, who wishes to buy his house, may, on a strictly commercial basis, procure the cash from the Corporation, paying the principal and interest to that body, so that no cost falls on the community. Markets have to be looked after; food supplies carefully seen to; children have to be educated; libraries, the Museum, the Art Gallery, maintained in full efficiency; offenders brought to justice, and the citizens' property safeguarded from fire. Ferries, bridges, roads, scavenging, and the collection of house refuse, sanitation, baths, the supply of electric light and power, are a few more of the items in the comprehensive list, but still there are others. The Council has to provide for the safe pilotage of vessels to our docks, as well as for their accommodation at our wharves. They (and their officials) have to see that houses are properly designed, and that building by-laws are complied with; that the water supply and drainage are satisfactory. The housing question alone is a problem of a complex kind, and one involving much difficulty. Under the head of street improvements come not only the larger schemes, but also hundreds of cases where premises are being rebuilt by their owners and the new structure

SWEARING IN THE MAYOR, 1479, FROM RICART'S CALENDAR.

AN ANCIENT TOWN CRIER OF BRISTOL.

Mr F. Gilmore Barnett, the oldest member of the Council who had not attained aldermanic rank, died in March, 1908, and his place was taken by Mr Featherstone Witty.

is required to go back to an amended line of street. Lunatics have to be cared for, and several cemeteries are among the administrative responsibilities of the civic representatives. Even this is not all—the Council owns and maintains a church, the Lord Mayor's Chapel in College Green, paying out of the rates the salaries of the clergyman, organist, and others engaged to assist in that place of worship. There are important duties connected with the Factory and Workshops Acts and the hours worked by shop assistants; and, although twentieth century citizens pay little heed to the warning, the municipal body, at an annual cost to the public of £1 6s 8d, sees that curfew is rung at St. Nicholas Church each evening. Even these varied responsibilities do not exhaust the list, but enough has been said to prove that long Council meetings are only a partial indication of the manifold duties of a modern Councillor.

COMMITTEES AND CHAIRMEN.

The Council could not carry on the work entrusted to them except by delegating many responsibilities to committees. The following list affords some indication of the way in which the work is divided. On the Distress and Education Committees, non-councillors are co-opted; the members of the Merchant Venturers' Society share in the management of the Downs.

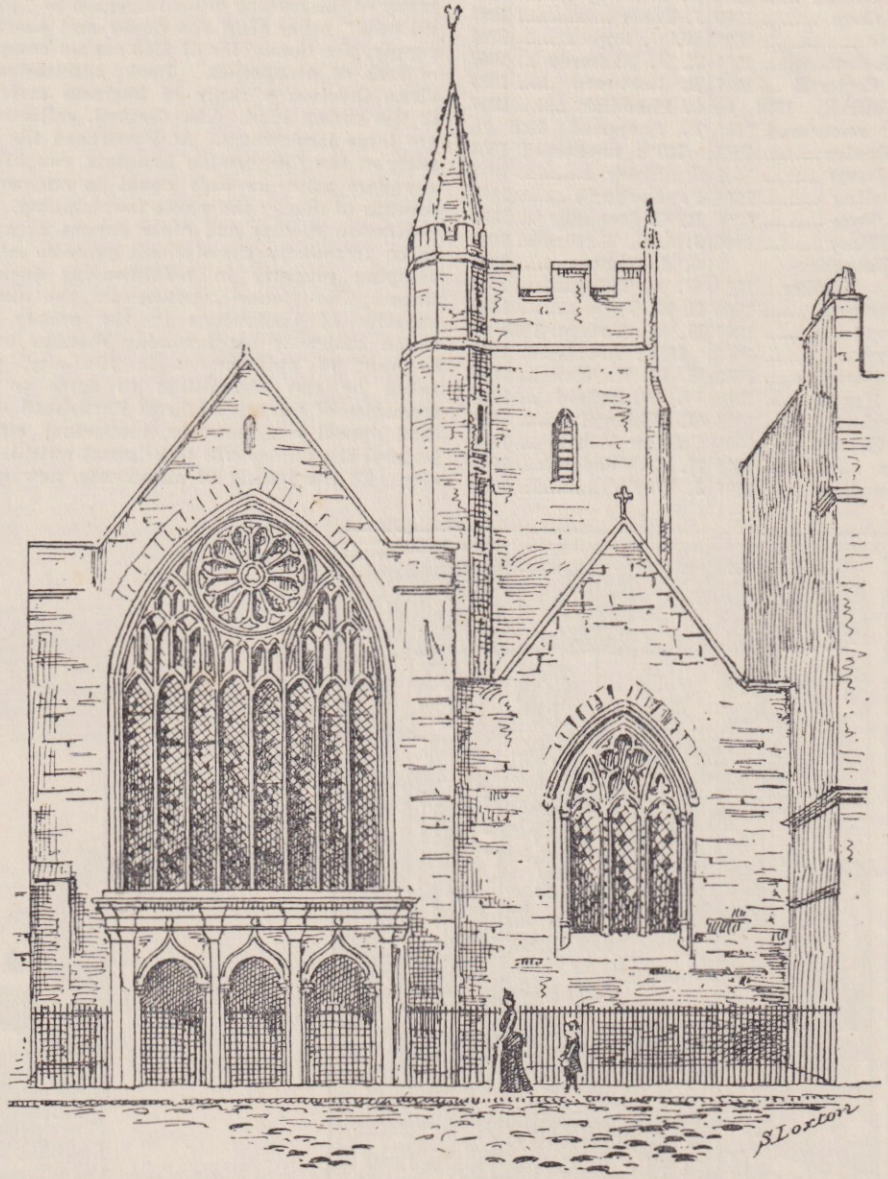
COMMITTEE.	CHAIRMAN.
Avon Gorge	Alderman Lloyd
Baths	Alderman Parsons
Bristol Corporation Act, 1897	Alderman Pearson
Burial Board	Alderman Swaish
Cattle Market Trustees	Alderman W. Terrett
Committee on Committees	Alderman Hare
Diseases of Animals Acts	Alderman Terrett
Distress	Alderman Pearson
Docks	Alderman W. Howell Davies, M.P.
Downs	The Lord Mayor or Master S.M.V.
Education	Councillor E. H. Cook
Electrical	Alderman Pearson
Estates & General Purposes	Alderman Gardner
Finance	Alderman Davies, M.P.
Health	Councillor Wintle
Insurance	Alderman Pearson
Kitchen and Jackson's Trustees	Ald. J. W. Hall
Libraries	Alderman Walls
Lord Mayor and Sheriffs' Selection	Alderman Gardner
Lunatic Asylum Visiting	Alderman Pearson
Museum and Art Gallery	Alderman Barker
New Streets	Alderman Lloyd
Overseers	Alderman C. J. Lowe
Parliamentary Bills	Alderman Pearson
Pilotage	Alderman Parsons
Sanitary and Improvement	Ald. Cope-Proctor
Selection	Alderman Gardner
Wards (Alteration of)	Alderman Townsend
Watch	The Lord Mayor
White's (Rev. Dr.) Charities	Rev. W. Welchman (ex-officio as Vicar of Temple)

A CURIOUS CALENDAR.

The accompanying illustrations call for a brief explanation. Robert Ricart, Town Clerk of Bristol in the latter part of the 15th century, compiled an interesting document known as the Mayor's Calendar. Whether he was the artist or not does not much matter; to him the credit must be given of illustrating his narrative with two quaint pictures. One depicts in a curious fashion the old city with its four principal gates—St. John's, New Gate, at the top of the picture, and St. Leonard and St. Nicholas at its foot. The High Cross stands at the junction of the four chief streets. It is probable that housing problems did not trouble administrators in the days of Ricart; had it been otherwise, his sketch suggests that overcrowded areas existed over four hundred years ago within the narrow confines of the city wall which surrounded the city.

Another illustration from the same ancient record is singular because of the artist's ideas of perspective. The principal characters in the scene represented were most distant from the spectator's point of view; yet they are drawn large, and the nearer persons are made small. The scene is intended to show the ceremony of swearing in the Mayor, and the merit of the departure from the accepted canons of art lies in the fact that it enables details of the ceremony to be viewed which otherwise might have been lost.

In these days, when it is so easy to reach the public by advertisement, the vocation of a town crier is almost gone. A few years ago, however, in civic processions not the least conspicuous



LORD MAYOR'S CHAPEL, COLLEGE GREEN, DRAWN IN 1888.

was the town crier, Mr Croot, with his picturesque uniform, and his immense bunch of flowers. Mr Croot was the last of his line; the vacancy caused by his decease was never filled. The sketch, taken from a somewhat rare print, gives a crier of much earlier date.

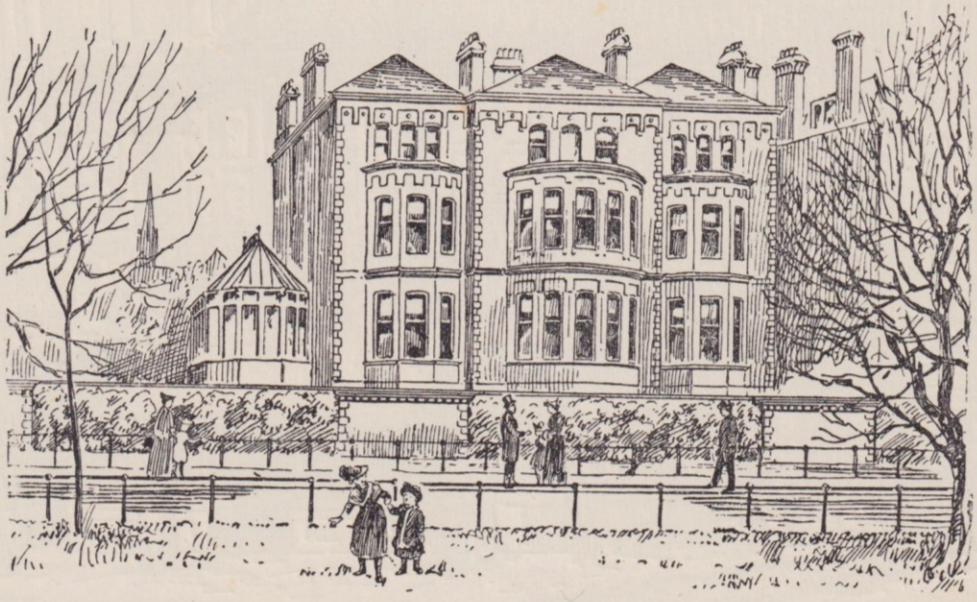
THE MANSION HOUSE.

The Mansion House, Clifton Down, was the gift to the city of the late Alderman Proctor. The story of the destruction of the Mansion House in Queen Square by the rioters in 1831 is a familiar one, but probably few are aware that in 1829 the Corporation bought one of the large houses in Great George Street at a cost of about £5,000, without making public the use to which it was intended to be put. In 1830 it was decided to transform it into a Mansion House, but the expense occasioned opposition. The Queen Square building was ordered to be retained, but shortly afterwards it came to its untimely end, and then the Great George Street residence was fitted up in no sparing manner and used as a Mansion House. Municipal reform was, however, imminent, and the traditional lavish expenditure on festivities and ceremonial was much curtailed. Mr Latimer records that "the Mansion House was given up and many of the useless officials maintained for purposes of 'state,' including four Mayor's sergeants, four sheriff's officers, four sheriff's yeomen, two Mayor's marshals, the Mayor's beadle, two sheriff's beadles, four wait-players, &c., were suppressed. The aggregate savings were estimated by the Mayor at about £6,600." Things went on until 1874, in which year the present Mansion House was presented to the city by Alderman Proctor, who had for several years been quietly preparing for the gift. The offer was made, quite informally, at the Council meeting on April 28th, 1874, through the Town Clerk, who announced that he was requested by Alderman Proctor to offer the mansion in which he lived to be appropriated for the purpose of the Mayor of Bristol in giving his public en-

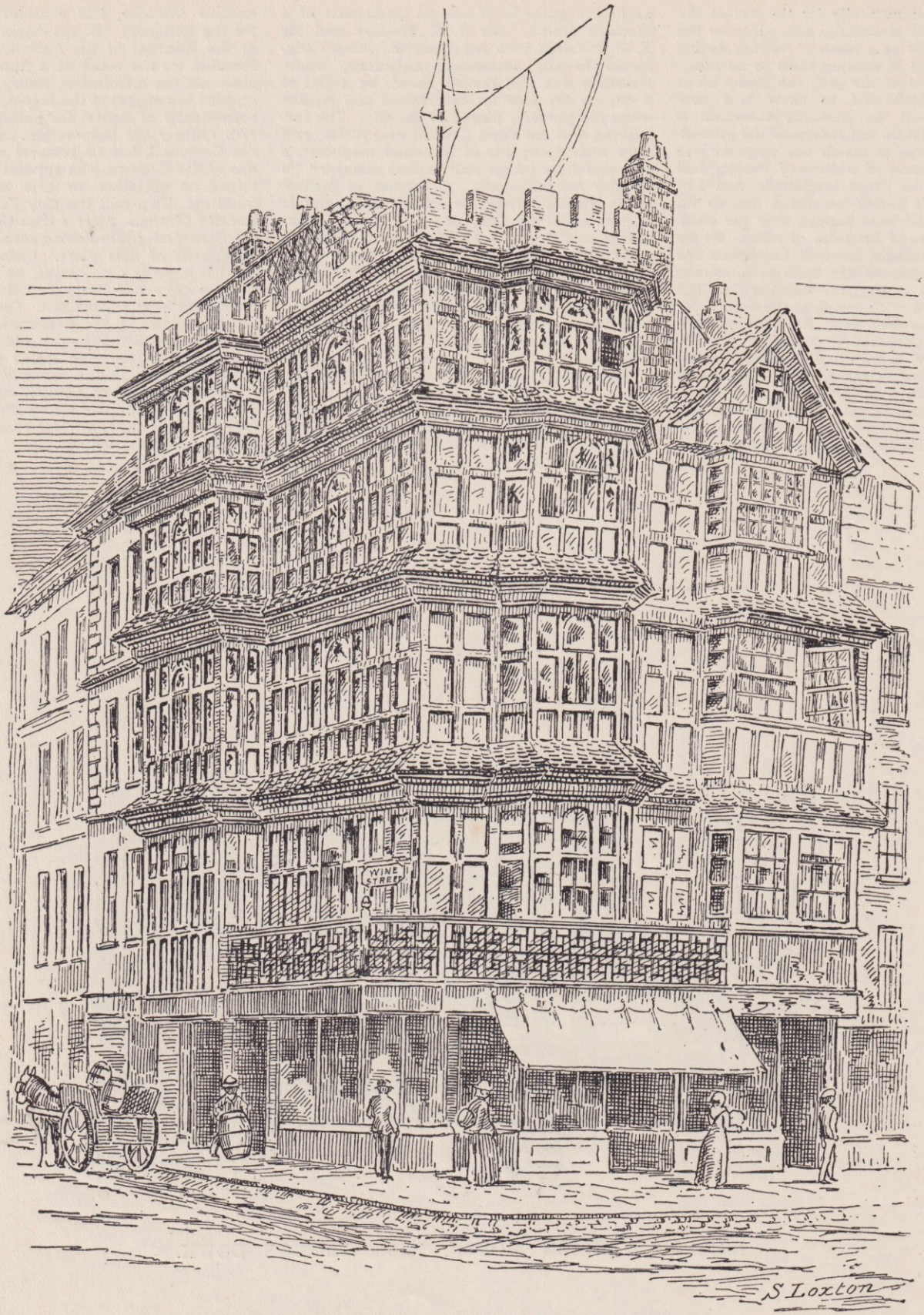
tertainments and generally for the use of the Mayor during his Mayoralty, and, also, for the use of the Judges as a place of lodging during the assize instead of sending them to an hotel. The money value of the gift, the Town Clerk added, was £16,000, and to show how considerate had been the generous Alderman it may be stated that he had redeemed the groundrent of £50 a year to which the property was subject. The name of Alderman Proctor had been suggested as Chief Magistrate, and had that gentleman's health permitted him to fill the post he would have handed over his residence at the close of his term of office. As he was not robust enough, however, to perform the civic duties the present was made so as to take effect on the 1st of May, his wedding day. The gift was received with much enthusiasm. Mr R. P. King, who had been for forty years a member of the Corporation, proposed, with the greatest pleasure, thanks to Alderman Proctor. He spoke in glowing terms of the Mayors of the city being in a position to extend hospitality to distinguished visitors and others, and said unless the city were to sink into an insignificant position their chief magistrates must, as in the past, be placed in possession of a Mansion House. Mr C. J. Thomas and Mr E. S. Robinson both reiterated the acknowledgments to the munificent Alderman, whose liberality was still further shown by a gift of a cheque for £500 for decorations and repairs when the property passed to the city. The furnishing cost the Town Council over £8,000, and gifts from occupants of the chief magistrate's seat and from others still further enhanced its interior attractiveness. A cabinet of Bristol china was sent from Mr Robert Lang, and is said to be worth £750. A cup and saucer are valued at £100, and are said to have belonged to a set given by Champion to Mrs Burke when the famous statesman was member for Bristol. A case of silver trowels and mallets, presented by Sir John Kerle Haberfield, is also an interesting reminiscence of the past, and there are several excellent paintings.

THE CORPORATION AT CHURCH.

The Lord Mayor's Chapel in College Green is a building with a long and interesting history, and its interior, with its monuments to ancient worthies, has considerable attraction for the antiquary. It was originally the chapel of the Hospital of the Gaunts, an institution founded for the relief of a hundred poor persons. At the dissolution, Henry VIII., in 1540, granted the chapel to the Mayor, burgesses, and commonalty of Bristol for public uses. In the 17th century the Corporation had a gallery in the Cathedral, but its removal was ordered by one of the Bishops, who appears to have entertained an objection to this addition to the building. This sent the City Fathers round to Redcliff Church. After a time they returned to the Cathedral, peace having been made with the dignitaries of that place. Considerably later, the use of their own chapel, St. Mark's, seems to have suggested itself, and the custom then begun has been maintained. Ceremonial visits are still made by the Corporation on particular occasions, but the neat, old-world dress of the girls from the Red Maids school is more frequently seen in the venerable church than the scarlet gowns of Councillors. The sketch was made in 1888, and shows the Lord Mayor's Chapel before the important renovation scheme that has been carried out.



BRISTOL MANSION HOUSE, FROM CLIFTON DOWN.



THE DUTCH HOUSE, FROM AN OLD SKETCH.

This curious building is believed to have been imported from Holland in sections, and to have been set up at the corner of Wine and High Streets over two centuries ago. The City Council debated on many occasions the question whether it should be demolished or preserved. By a succession of votes in 1908 it was decided (on each occasion by a majority of one) that the Dutch house should stand, and that a contract should be entered into for its renovation. It was acquired by the Corporation for the purposes of street improvement. The scheme which received the Council's approval provided for the removal of the modern balcony; the cutting back of the shop front so as to give a wider pavement; and the use of slender columns to support the overhanging upper storeys. This plan was based on the advice of experts in such matters.

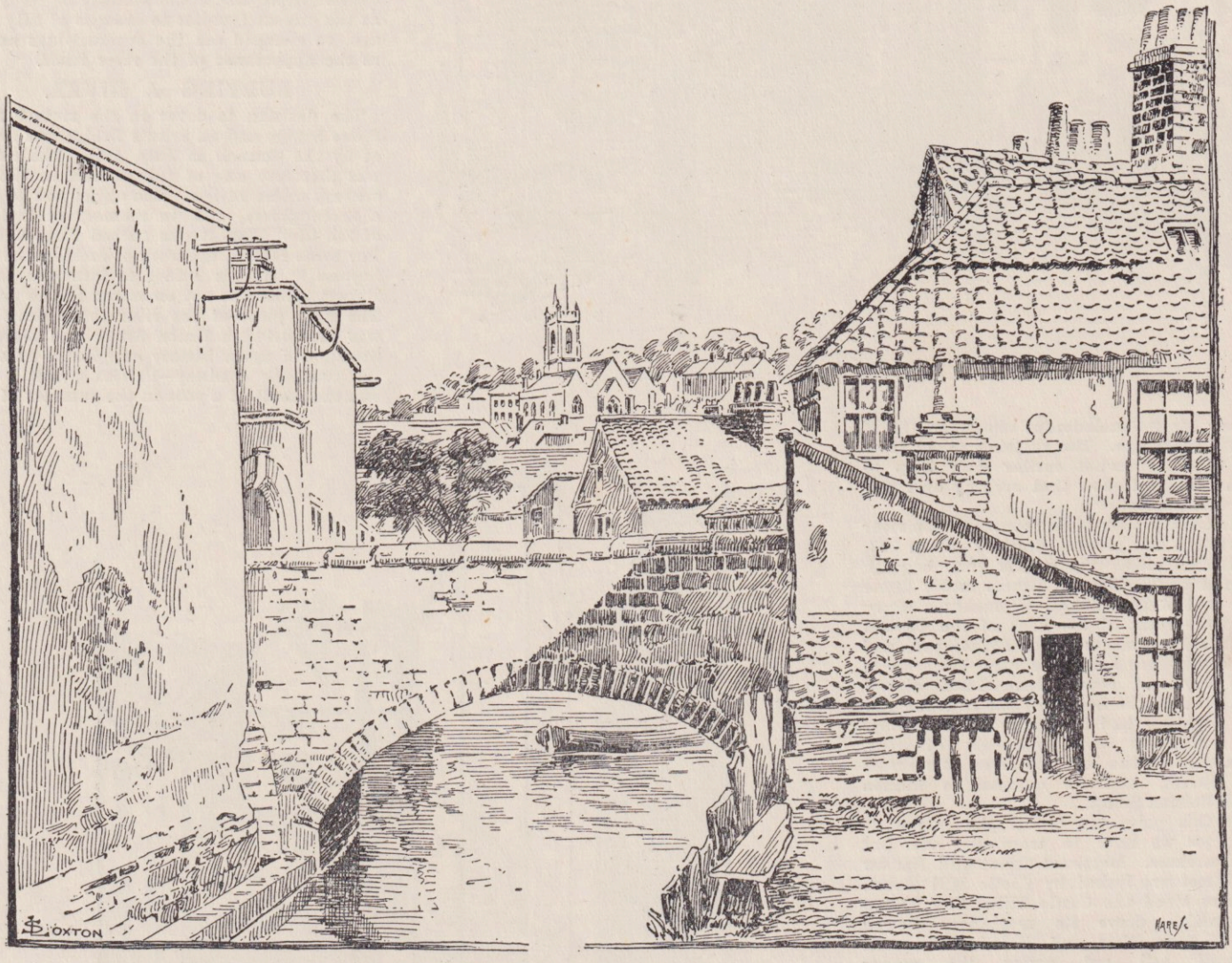
UNDERGROUND WATERWAYS IN BRISTOL.

Bristol, as we see it to-day, is a somewhat remarkable example of the way in which human enterprise has changed the character of natural water-ways and created new ones. A visitor passing over Bath or Bedminster Bridge, and seeing the tide rapidly ebbing or flowing between the banks of soft grey ooze, would scarcely dream he was looking at an artificial channel. Yet maps of the latter part of the eighteenth century show no such water-course, and few citizens can be unaware that the "New Cut" was excavated in order that several miles of the natural river might be formed into a Floating Harbour. Bristolians of a hundred years ago created a second river where previously there was but one; they thus obviated the necessity of their vessels spending half their time lying on the mud instead of being moored safely and conveniently at the quay side.

Suppose the typical stranger, who is being shown the sights of modern Bristol, alighted from an electric car at the Centre, as he with keen interest noted the spectacle of large steamers right in the heart of the city, he would again be without suspicion that the harbour on which he was gazing was other than a natural river, adapted, of course, with wharves and deep water berths. He would be told, on inquiry, that the stream flowing through the stone archway beneath St. Augustine's Bridge is the Froom, and there probably, in nine cases out of ten, the investigation would end. The curious fact therefore might not be discovered that this is not the natural course of the Froom at all; but is due to an artificial diversion of the river which formerly made a great bend near the Stone Bridge and reached the tidal Avon through the district now occupied by St. Stephen Street and part of Baldwin Street. By still another turn in the kaleidoscope of time nearly a half of the channel dug for the Froom over six hundred years ago has been covered over, while the remaining portion has been deepened and made much more suitable for the use of shipping.

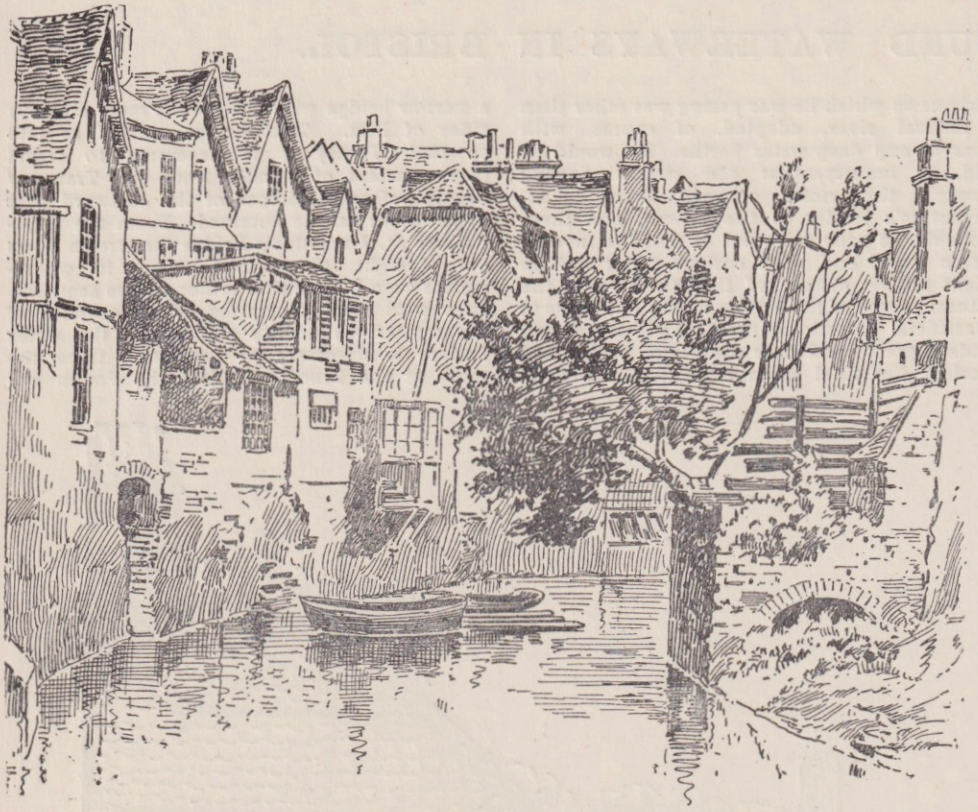
EELS AND PERCH FOR THE CORPORATION.

It would rather astonish a modern Bristolian if, as he walked from the centre of the city to Christmas Steps, he found himself passing over a narrow bridge with the open Froom on both sides of him. That bridge existed as late as 1858. To-day it is necessary to travel three-quarters of a mile from the Tramway Centre before a glimpse of the eastward part of the river can be obtained. From the Rope-walk to St. Augustine's Bridge the stream flows out of sight. So completely has its where-abouts been hidden that either a close acquaint-ance with local geography or an exercise of the mysterious faculty claimed by the water finders is necessary to accurately trace the route of the Froom. In 1858 the Froom was open for nearly the whole of its course until it reached the Stone Bridge. At an earlier period it had doubtless much of the attractiveness of a meandering country stream, but even the fullest allowance for time's changes scarcely suffices to reconcile a reader with the story of the feasting on perch and eels which followed the annual fishing expedition of the City Fathers to the vicinity of Earl's Mead. Modern imagination is un-equal to the notion of an ancient city banquet on the proceeds of a day's angling in the vicinity of Pennywell Road. As Bristol grew,



BRIDEWELL BRIDGE OVER THE FROOM. 1819.

the stream became closely bordered with houses, and, at a period when sanitation was elementary, it is not surprising that in the central parts of the city the river became notorious for its malodorous character. So it was fifty years ago. The sketches taken from prints of a somewhat earlier date help to explain this, and show that arching over was a desirable process.



THE FROOM NEAR LEWIN'S MEAD, 1825.

An imaginary view of the course of the river can easily be given. Starting from St. Augustine's Bridge, the stream runs beneath Colston Avenue. Then it passes under Stone Bridge and Rupert Street. It makes a sharp turn to the right at the back of the Central Police Station, crosses under Broadmead, and winds somewhere below the great factories of Messrs Fry and Sons. Duck Lane, almost buried beneath the height of the abutting factories, doubtless had its origin in earlier days when conditions were markedly different. With a turn to the left, the river cuts across Union Street, and its channel is hidden beneath Fairfax Street.

From this point the topography is not so simple, for we have to trace, not one, but several streams. Merchant Street and Narrow Wine Street are linked by Castle Mill Street, and there stood the Castle Mill. The Froom water which drove its machinery flowed along Narrow Weir and Broad Weir, and the mill tail cut across the corner formed by Castle Mill Street and Merchant Street, to discharge in the Froom where Fairfax Street now is. From the corner referred to, in 1889-1890, the Corporation constructed a large culvert discharging into the Harbour near the back of St. Peter's Hospital. This was designed to lessen danger of flooding by carrying off Froom waters quickly. Close to the spot where the culvert and Froom join is the office of Mr W. H. B. Reed, the official appointed by the Corporation to exercise supervision over both the Froom and the Malago, in order to avoid the inundating effects of their overflow. Near the Pupil Teachers' Centre is another branch from the Froom; this is the Castle Moat, which discharges into the harbour at Queen Street. This underground channel also is utilised in carrying off flood waters when rainfall is excessive. From the Pupil Teachers' Centre to the Ropewalk the route of the river is beneath the Narrow Weir. The old inn, the Three Horse Shoes, has now in front of it a small pitched space, while by its side is a lane bearing the significant name, "Ellbridge Passage." A drawing made between seventy and eighty years ago shows a small bridge leading across the stream to this lane, and it also served the customers of the inn, or the "Burton House," as it is, in that picture, named on a bold sign on the front.

There is, however, another channel of the Froom running nearly parallel with that described, but rather to the north of it. From Fairfax Street its course crosses Merchant Street, and passes the Friars. Thence it goes at the back of St. Matthias' Church, and under the Baths and Washhouses and Stratton Street. The junction is made by Froom Street. The whole of this portion is covered over. Both channels are shown in extremely ancient maps of Bristol. At the Ropewalk the Froom becomes visible, but would scarcely be recognised as the stream familiar to citizens of fifty years ago, so changed are the surroundings as well as the appearance of the river itself.

BURYING A RIVER.

The decision to cover in the river between Stone Bridge and St. John's Bridge was arrived at by the Council in July, 1857. The scheme was therefore one of the earliest in the half century under review. The object was to make a thoroughfare, and, in memory of incidents of the Civil War, it was named Rupert Street For some reason, the work of arching the river beyond St. John's Bridge to form the rest of Rupert Street was not embraced in the project. The next piece of the river to be dealt with was that between Union Street and Merchant Street, and again history supplied a name for the resulting roadway—Fairfax Street. This was the result of a vote in the summer of 1859.

BASTION IN THE CITY WALL BETWEEN UNION STREET AND PITHAY, 1825.

In 1867 the Froom between St. John's Bridge and the Bridewell was arched over, but it was not until twelve years later that the area was opened as a continuation of Rupert Street. Those who pass through Rupert Street to-day will understand its character if familiar with its history. The street adopts the sinuous course of the Froom, and while several of the buildings (notably the premises of Messrs Charles Wills and Sons, Ltd.) are new, others tell the story of the evolution that has occurred. Warehouses were built with their backs to the river, and now that the stream is surmounted by a roadway the backs have become frontages to Rupert Street.

Other parts of the Froom disappeared from sight at various dates, one of the last pieces to be covered in being that in the vicinity of Haberfield Street, in 1880. Finally there was in 1893 the construction of Colston Avenue, and part of the water-course which had since the thirteenth century formed the artificial channel of the Froom through St. Augustine's was lost to sight. While the future of the new open space was still a matter of uncertainty an industrial exhibition was held upon it which lasted into the summer of 1894. Later the avenue was laid out in an ornamental manner.

In 1907 public attention was drawn to the fact that beneath the thoroughfare known as Broad Weir there runs a river. The wrought iron girders which had at this spot been introduced to carry the road surface became very decayed, and, while remedial works were proceeding, a large tree was found in digging foundations through what was regarded as the old bed of the river. The newer channel was further to the south, the diversion having probably occurred in straightening the stream. During the removal of the tree a rather serious collapse of the roadway occurred, rendering it necessary to suspend the tramway traffic. The restoration of the arching was effected with the aid of reinforced concrete.

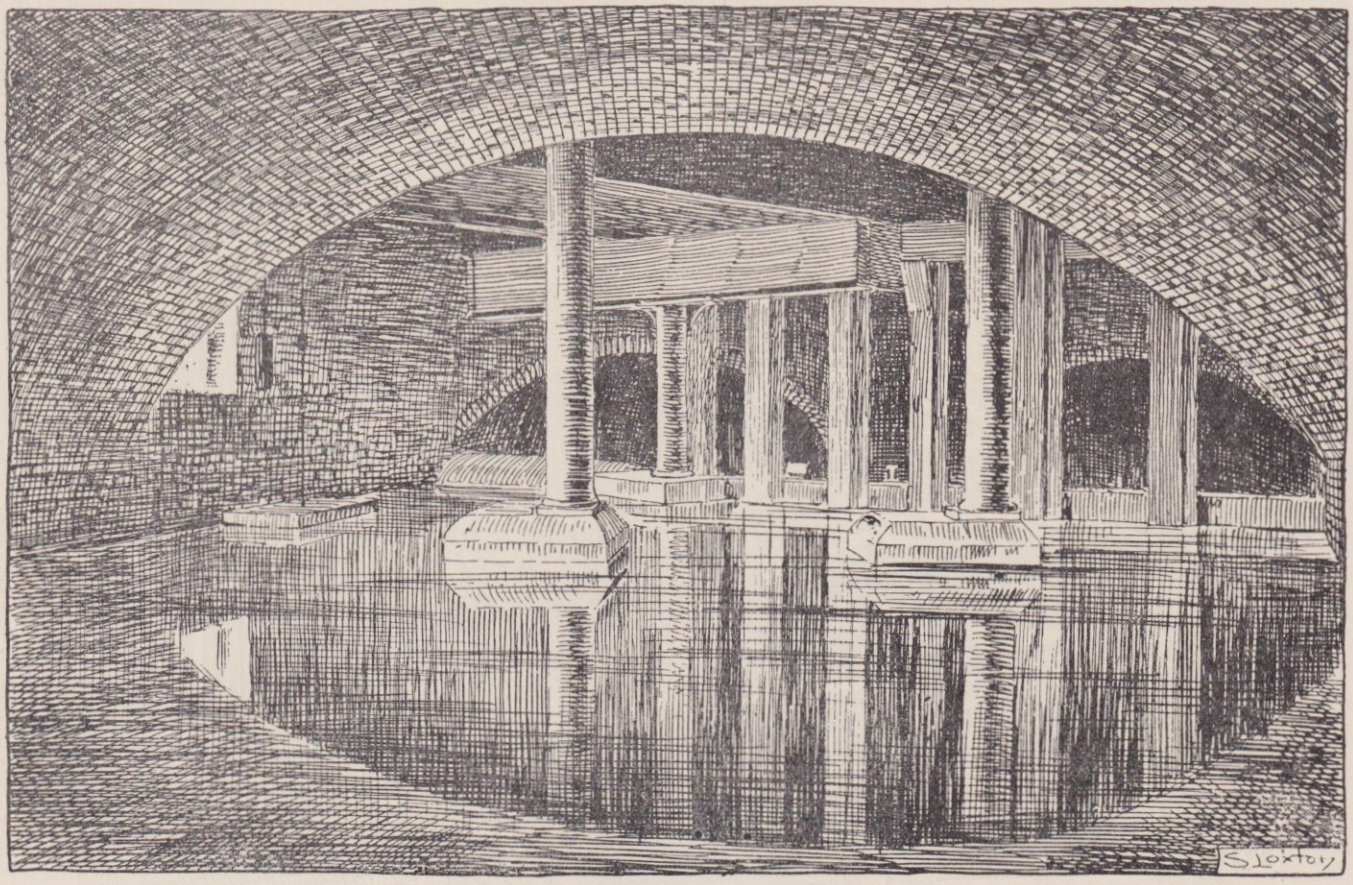
Arching over is not the only change that has occurred in the Froom in the central parts of Bristol. Fifty years ago it was really an open sewer, but the completion of a magnificent drainage system has been accompanied by the removal of much pollution from both the Froom and the Floating Harbour.

A CULVERT WITH A HISTORY.

Most citizens have probably noticed on the Stone Bridge an iron structure resembling a giant pillar box for letters. It has nothing to do with the Post Office, but gives access to a rather remarkable waterway known as Mylne's Culvert, which is 5ft. in height, and in section is like an egg with its smaller end uppermost. It passes beneath the Narrow and Broad Quays, and, making a considerable dip, is carried below the Floating Harbour not far from Prince Street Bridge. Its outfall is into the Cut near Bathurst Basin. A history is attached to Mylne's Culvert. In days when the tide ebbed and flowed in what is now the Floating Harbour, the pollution of both the Avon and the Froom was quickly swept away by the frequent change of water. The dockisation of the city part of the river, a hundred years ago, changed that. It not only substituted almost stagnant water for a tidal stream, but deranged the existing sewerage system by permanently raising the outfall level. The Dock Company met that difficulty partially by constructing several sewers into the Cut. Parts of St. Philip's, St. Thomas' and Temple, and Hotwells were provided for in this way. But much pollution still found its outlet into the Froom, and in 1825, when the weather was extremely hot, public indignation grew to such an extent that legal action was initiated. A mandamus against the Dock Company was applied for in the following February, and, although the directors repudiated their liability, the court, in the end, pronounced against them. Mylne's Culvert was accordingly constructed by the company with the object of carrying the polluted Froom waters direct to the Cut. The name given to it was that of its engineer, and the cost, £7,000, appears a very moderate one for a scheme of such dimensions. There are regulating gates, so that the arched-over Froom may be flushed in times of drought with water from the Avon.

While the Avon was, until recent times, notable for the fewness of the bridges crossing it, the Froom, in its open days, was remarkable for the number of structures spanning it. From that very interesting publication, "Matthews's New History of Bristol and Directory," for 1793-1794, reprinted a few years ago, it appears that at that date Bristol Bridge was the only one over the Avon, but "in the city and suburbs" were no fewer than "13 bridges of stone and 4 of wood" over the Froom. A list of the more important is given in the Directory. First came the bascule bridge, between the bottom of Clare Street and St. Augustine's Parade. Next was Giles's Bridge (Stone Bridge), at the head of the "Key," described as having two arches of stone, as had also Froom Bridge, just above. The latter was lined with houses on each side. Then followed St. John's, Bridewell, Needless, Pithay, Union, Merchant's, Philadelphia, Ellbridge, Penn's, and Traitor's Bridges. The writer of a century ago describes these structures as "all one-arched bridges of stone, of various dimensions."

One of our sketches suggests another departure from ancient conditions, viz., that representing a bastion of the city wall between Union Street and the Pithay. The earlier town walls enclosed an area of nineteen acres only, and at a later date advantage was taken of the Froom in the defensive scheme of that time,

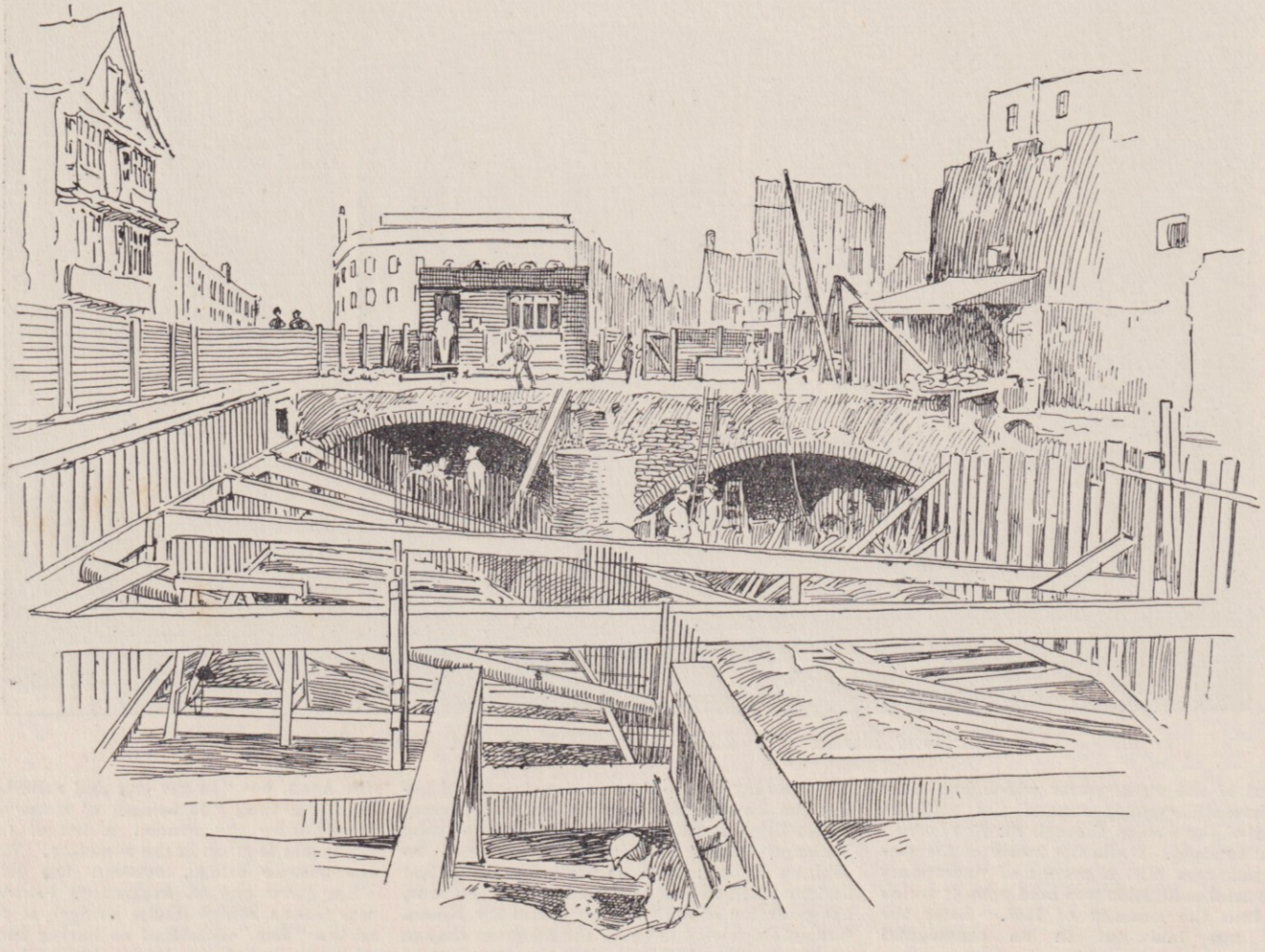


THE CASTLE MOAT AT ITS JUNCTION WITH THE FROOM, 1905.

and a wall placed upon its banks. It has been already explained that the Froom passed close to the Bridewell, and a tower in this outer town wall remained standing until 1879. This was destroyed when alterations were being made at the police station.

Other streams besides the Froom have disappeared from sight as the result of modern changes. A notable instance is the Cutlers Mills Brook, which until a few years ago flowed at the bottom of a ravine filled with luxurious growth of bramble, blackberry, and wild clematis. The ravine formed the division between Redland and Bishopston. The brook has been recently confined to a large brick culvert, and its old course destroyed by filling in the deep V-shaped depression so as to create a wide expanse of flat land for building sites. The Horfield Brook joins the Cutlers Mills stream at the busy spot where Cheltenham, Zetland, Gloucester, and Elton Roads meet. From there, after a heavy rain, a miniature river flows underground all the way to the Froom in a brick passage sufficiently tall for a man to walk in it.

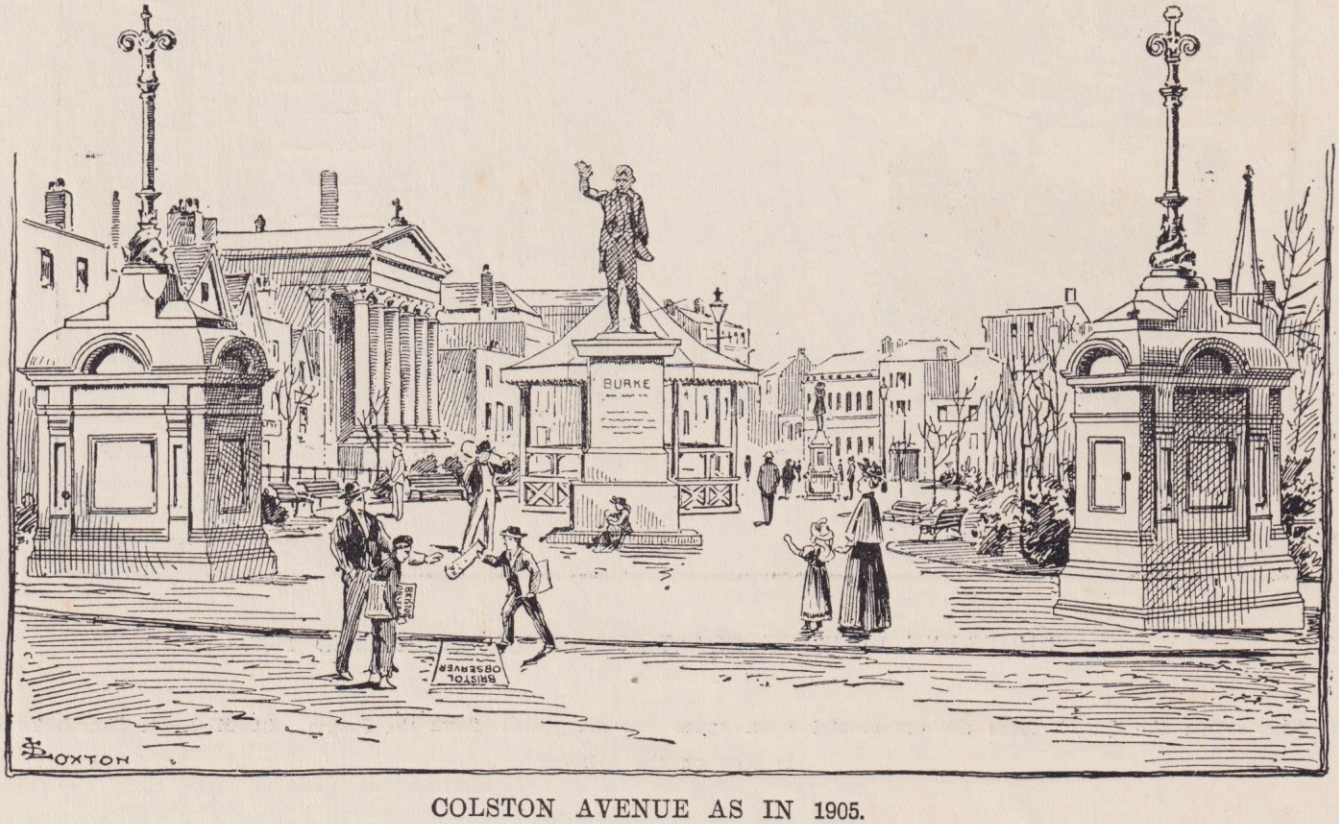
The rivers and streams of a district have a bearing upon the life of the community in several ways, and further references to the Froom and Avon will be found when the walls and castle of Bristol are described. At Bedminster the Malago flows for part of its route underground, owing to the execution of works for flood prevention.



RECONSTRUCTING THE ARCHING AT BROAD WEIR, 1907.

The Froom is on the left and the Castle Moat on the right of the picture.

ST. AUGUSTINE'S BRIDGE, 1908.



COLSTON AVENUE AS IN 1905.

BIRD'S-EYE VIEW OF COLSTON AVENUE, SKETCHED 1907.

St. Mary's "on the Quay" faces the ornamental open space beneath which flows the Froom. St. Michael's Church Tower is seen on the hill-top.

BALDWIN STREET, ANCIENT AND MODERN.

Baldwin Street as we know it to-day did not exist in 1858. In part, however, it represents an old street of that name which was entered from Clare Street. This ancient thoroughfare continued the route from St. Stephen Street, and proceeded in a curve in the direction of Bristol Bridge. In its original state it possessed the characteristics giving the old-world streets a picturesque appearance when sketched; overhanging gabled houses lined the narrow thoroughfare, and one residence of more than usual importance was pointed out as the house where Henry II. in his youth lived for four years while he was being "instructed in letters and being bred up in good manners." Before the period embraced in this review, onslaughts had been made on a number of the ancient residences in the interests of street widening, and some of the buildings which succeeded them are described by Mr Latimer as "tasteless in the extreme." Half a century ago, therefore, Baldwin Street was characterised by a curious mixture of architecture, and lacked the attractiveness of the old highway, and also the air of commercial importance of the thoroughfare that now bears the name. The growth of railway traffic as well as of that between parts of the city, contributed to transform the street beyond chance of recognition. A good direct road was obviously needed between the Drawbridge (now St. Augustine's Bridge) and Bristol Bridge, for, whether it went viâ High Street and Corn Street, or through Nicholas or Baldwin Streets, the stream of vehicles and pedestrians had to find an outlet through Clare Street. Nicholas Street, moreover, where it joined High Street, was formerly extremely narrow.

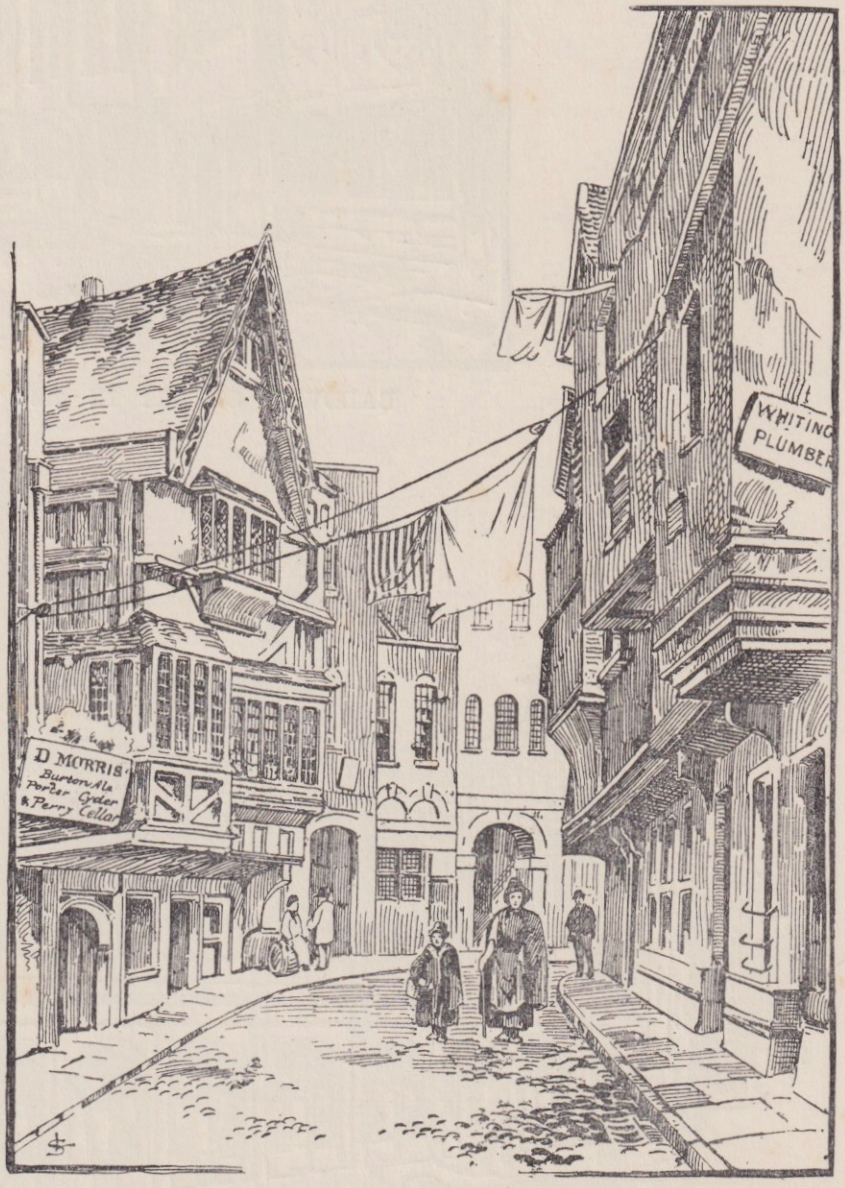
A NEW ARTERY CREATED.

A scheme was propounded in 1874 for giving a more direct route. It consisted in widening the Bristol Bridge end of Baldwin Street to form one part of the communication, and cutting, as a wide continuation of it, a road emerging on the Broad Quay close to the Drawbridge. Influential citizens with property in the locality opposed the project, but it was proceeded with in spite of this obstacle. At that time Messrs Dunlop and Mackie's establishment and the shop of Mr Sprackett, chemist, next to it, formed the southern corner of Clare Street. This was just where the plan for the new thoroughfare required it should emerge, and the properties were therefore cut through. The chemist's business was transferred to neighbouring premises on the Quay. The scheme also took a slice out of Marsh Street, and altogether caused a considerable demolition of old property. The purchase of this involved an outlay of about £120,000, but valuable salvages remained, and the sale of these at high prices helped substantially to lessen the cost to the city. In this way modern Baldwin Street was brought into existence and opened in 1881. The fine block, in which are St. Stephen's Chambers and Restaurant, was among the earliest buildings to be erected facing the new artery, and it was at later dates followed by other prominent buildings, some used for suites of offices, and others for commercial purposes. An edifice put up on one site scarcely comes within either of these broad classes—the People's Palace (or, as it is now known, the Palace Theatre)—designed and completed for Messrs Livermore Bros.

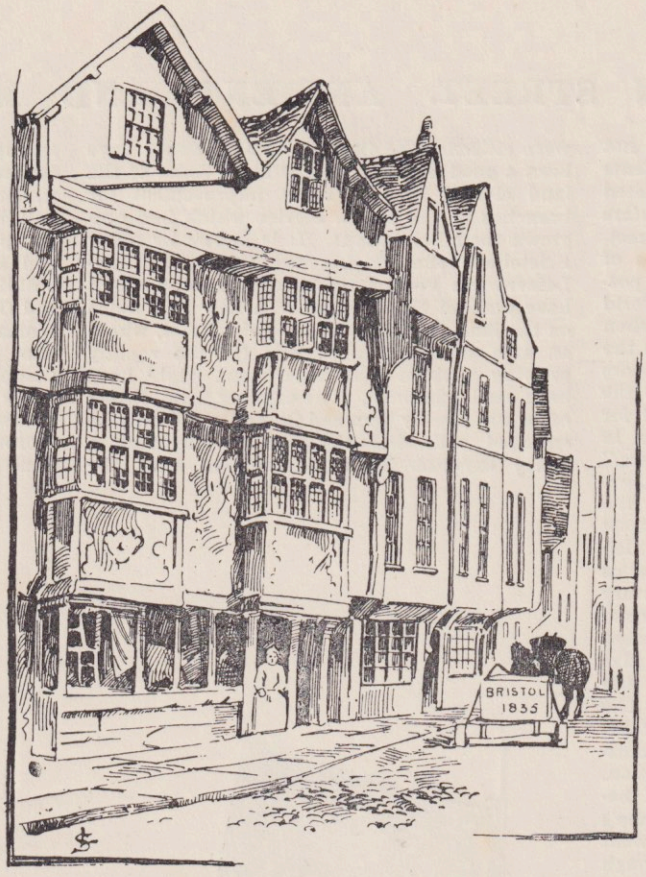
PROPOSED POST OFFICE VETOED.

While this development was proceeding there were citizens who thought that it would have been a good thing to have utilised some of the land cleared by this street improvement for branches of the public service which had outgrown their habitations. It is known by many Bristolians that during the time Mr Shaw-Lefevre was Postmaster-General the city might have secured the erection of a new post office on the land fronting new Baldwin Street, where an area sufficient to provide for the rapidly growing work of that department might have been easily obtained. The existing Small Street office was closely hemmed in, and could only be enlarged with difficulty and by incurring a heavy expense. By a decision of the City Council, a removal from Small Street was opposed, and the question of finding sufficient space in Small Street led to the purchase of adjacent property in that locality. A proposal to erect municipal buildings fronting the new thoroughfare was also vetoed, and this question was left among the problems not solved by the half-century under survey. During the period in which salvages were still being disposed of and building designs formulated, Telephone Avenue was planned as a branch from Baldwin Street, and its frontage was occupied by four large buildings—the offices of the Inland Revenue, and Official Receiver in Bankruptcy; the Water Works Company; the Scottish Widows Insurance Company; and the National Telephone Company's Exchange.

For a while the public used the term "New Baldwin Street" to distinguish the modern thoroughfare. The roadway faced by the Constitutional Club and one side of the 'Western Daily Press' office indicates the line taken by old Baldwin Street in linking with Clare Street, but, as one of the results of the change, it has lost its identity, and is now regarded as a continuation of St. Stephen Street. Altogether, there are few Bristol thoroughfares on which fifty years have produced greater



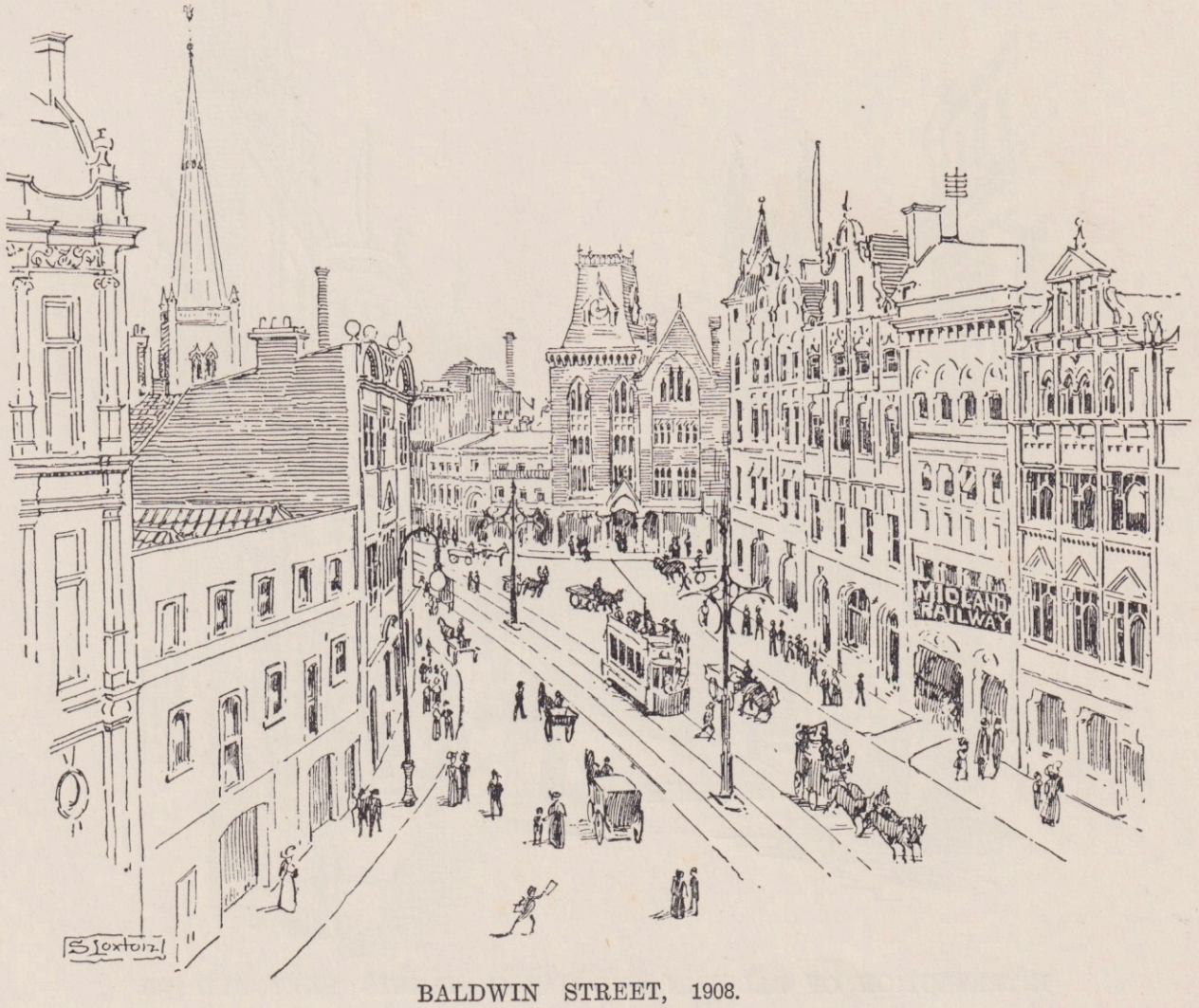
BALDWIN STREET, FROM AN OLD PRINT.



BALDWIN STREET IN 1835.

THE FISHMARKET, BALDWIN STREET; SKETCHED ABOUT 1900.

BALDWIN STREET, 1908.



BALDWIN STREET, 1908.

changes than Baldwin Street. Practically the whole of its frontages are creations of the past thirty years.

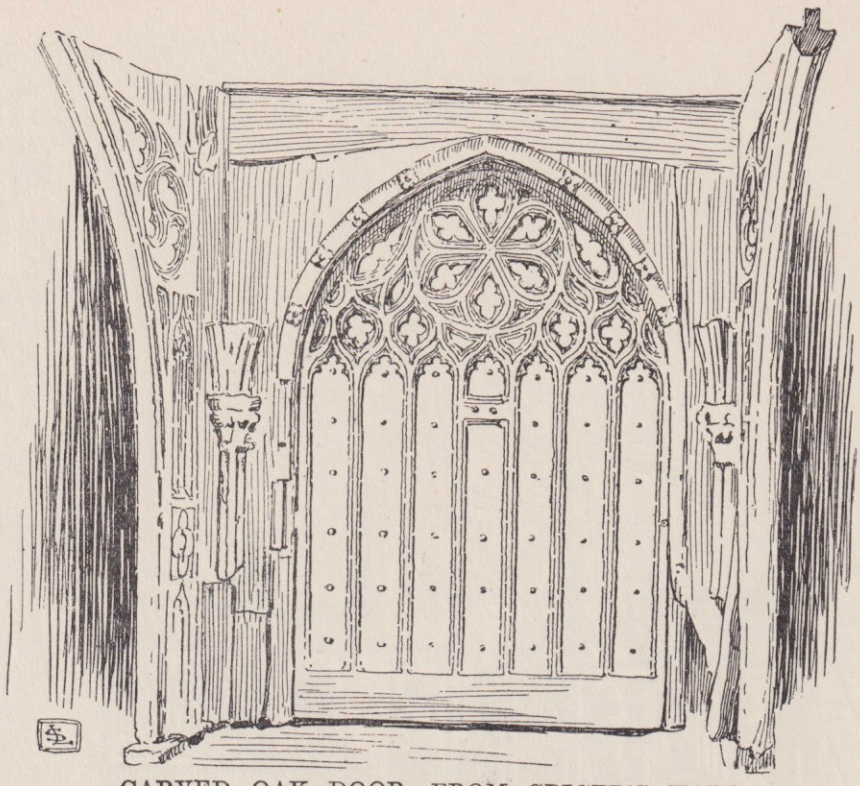
While the foundations for some of the modern buildings were being erected on sites formed by this street improvement, evidence was discovered of the fact that centuries earlier, before the construction of the waterway from Stone Bridge through St. Augustine's Marsh, the Froom took the route now adopted by St. Stephen Street to reach the tidal Avon near St. Nicholas Church. One of the features of the little town seven centuries ago was the Baldwin Cross Mill, standing in the vicinity of St. Nicholas Steps. The diversion of the Froom necessarily deprived the mill of its water power.

"THE CHAPEL OF ST. BALDWIN."

Probably few of the thousands of Bristolians and visitors who pass through Baldwin Street suspect that the frontage of the fruit and vegetable warehouse of Mr Rowland Adams conceals relics of a building that takes the imagination back to very early times in Bristol history. Over a modern doorway are inserted the words "Back Hall," and in the area enclosed is the room to which the name "The Chapel of St. Baldwin" has been popularly given. This hall is shown as it was early in January, 1906, soon after a fire which had destroyed part of the remains of a once important structure called Spicer's Hall. Richard Spicer, or Spycer, was an influential citizen in the fourteenth century. He was three times Mayor, and for a time represented Bristol in Parliament. He is credited with the erection of the Hall bearing his name. Its front appears to have been towards Welsh Back, and from its windows probably Spicer looked out on the vessels of which he was the owner. When Bristol furnished a contingent of twenty-four ships and 608 men to fight the foes of Britain of his period, Richard Spicer sent the Gabriel, a ship of 215 tons—a considerable size for that age. The entrance to the Hall was through a fine panelled door with beautiful tracery and possessing other features marking it as an excellent specimen of decorative carving. This interesting relic was taken down in 1885, and the difficulty of discovering a place where it could be protected and displayed to the public view helped Bristolians to realise that a need exists for an Architectural Court at their Museum. Not a few links with ancient Bristol have been lost for the want of such accommodation. Mr J. E. Pritchard, a prominent local archæologist, publicly called attention to this necessity, and, during 1907, an arrangement was made by which some of the large rooms in the basement of the Art Gallery should be utilised for the storage of such treasures. No information has come down as to the nature of the residence of this shipowning Mayor and member of Parliament, but the remains suggest that it was a structure of a noteworthy kind. He left it, with other property, to the Mayor and Corporation in 1377. A certain amount of doubt has been caused by another record of the Back Hall being given to the city 200 years later. It has been suggested that the term was popularly applied to two properties standing close together. The theory has been that the Back Hall was a chapel attached to the mansion. If so, it was long since devoted to other purposes, and it has been used as a warehouse for centuries. Canvas brought to St. James's Fair was stored there in 1588, and in 1611 it became a market for hides and skins.

Another characteristic of Baldwin Street is familiar to those who see it in the early morning. Scores of light carts and barrows are brought to the thoroughfare to take in their loads of fish and vegetables from the adjacent markets, either for the purpose of conveying these commodities to shops scattered over the city, or to sell by retail direct to householders. The St. Nicholas Church end of the thoroughfare in early morning presents a busy appearance owing to this class of traffic, which disappears later in the day.

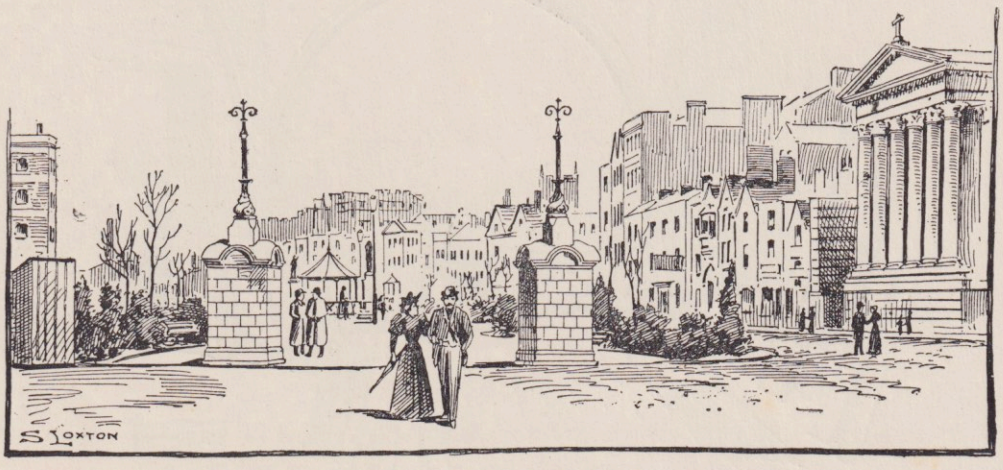
INTERSECTION OF BALDWIN AND MARSH STREETS; SKETCHED 1903.



CARVED OAK DOOR, FROM SPICER'S HALL.

BACK HALL, BALDWIN STREET, SKETCHED 1906.

ST. NICHOLAS CHURCH, 1908.

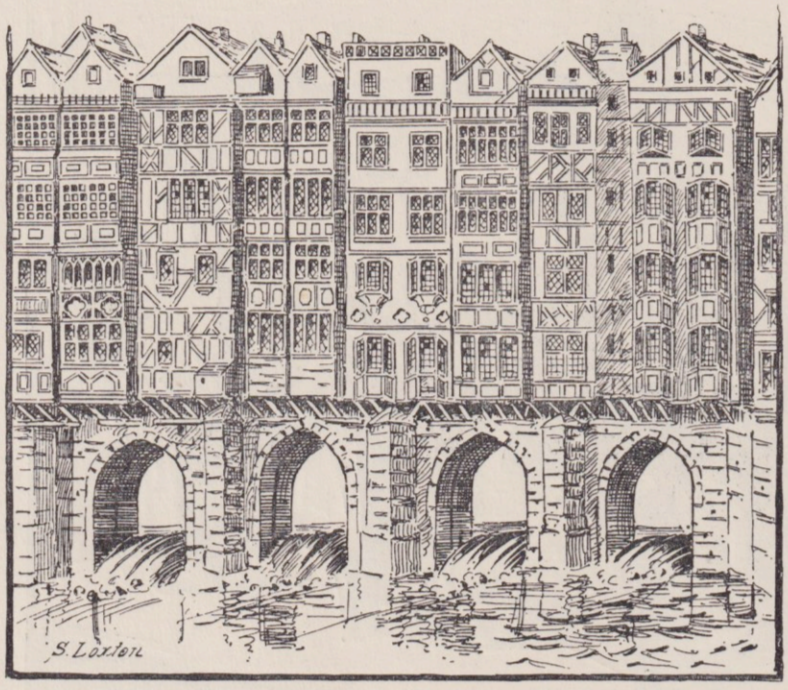


COLSTON AVENUE, FROM STONE BRIDGE; SKETCHED 1895.

BRISTOL BRIDGE: ITS STORY OF TOLLS AND TRAGEDY.

It is surprising how little is known of the early history of Bristol, and perhaps still more remarkable that the first unquestionable proof of its existence is afforded by a coin discovered in another land. That silver penny of the reign of Ethelred the Unready proved that at the beginning of the eleventh century Bristol had a mint, and it is a reasonable inference that it occupied a fairly important place among the communities of that Saxon period. No one can say whether the history of Bristol Bridge extends back to that time. We know more of the life in Egyptian cities of thousands of years ago than of the much more recent conditions in our own community. Some have conjectured that a primitive structure linked the two sides of the Avon at a time so long ago that they have attributed an early form of the name Bristol to it. But upon this the controversialists cannot agree, and a historian who, like Mr Alfred Harvey in his recent book, adopts the conclusion, has to face the criticisms of those who trace the word to another source. The year 1247 stands out in the record of Bristol Bridge as one when the citizens planned and built a four-arched stone bridge, with a span of 165 feet, but the balance of opinion, based on references in ancient documents, is that a wooden structure preceded this more permanent link.

Proof of the courage of thirteenth century citizens is afforded by the fact that they took in hand, in quick succession, two such huge enterprises as the creation of an artificial course for the Froom and the erection of Bristol Bridge in stone. The Avon was then tidal, the resources of engineers were comparatively limited, and if, as the story tells us, a preliminary to bridge-building was the excavation of a temporary route for the river through Redcliff and Temple, the boldness of those old Bristolians becomes still more noteworthy. According to this narrative, the tide having been diverted to the new channel, dams were thrown across the old river so that the masons could set to work on the bridge without hindrance.



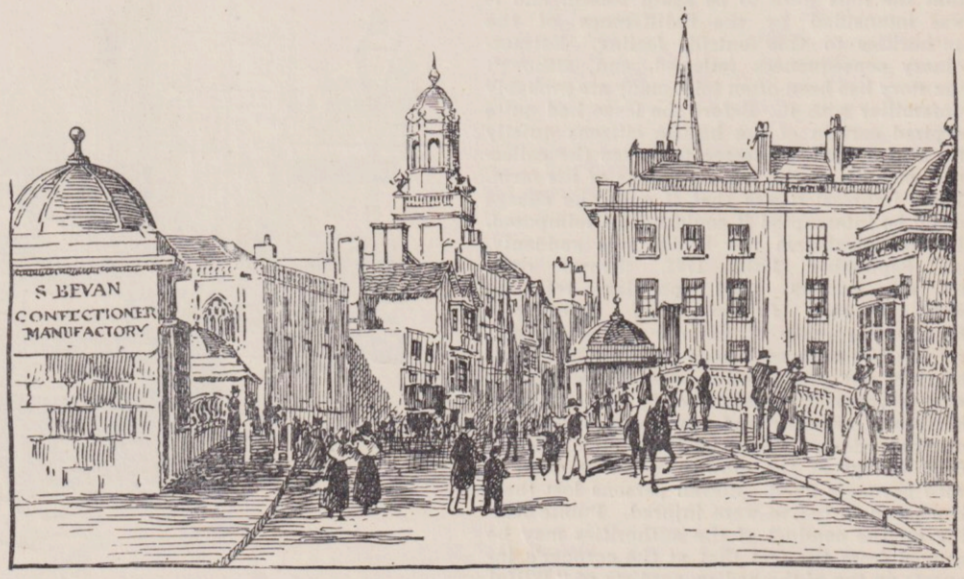
BRISTOL BRIDGE, FROM AN OLD PRINT.

HOUSES ON THE BRIDGE.

The first of the illustrations suggests an important change that subsequently occurred. Townsmen, not only in Bristol, for the same thing happened in London, manifested a partiality for lining bridges with residences and shops. They succeeded in turning Bristol Bridge into a passage, little better than a tunnel. They put up dwellings five storeys high, facing each other across a thoroughfare 19 feet wide. These houses were not built upon the bridge itself, but, being an afterthought, were erected by turning secondary Gothic arches opposite the old ones. Consequently, the first step into a shop was upon the timbers, where the floor alone was between the feet and the water—"through the crevices of which," Seyer remarks, "the wind blew up in a manner which would be intolerable to our warm modern shopkeepers." The houses commanded the highest rents in the city, and were inhabited by the wealthiest tradesmen. Seyer's comment on the peculiarity of the position is amusing:—"It has indeed occurred that the mast of a vessel came thro' a kitchen window, and even rose up thro' a shop floor, &c., 'but such events were unusual!'" That this street, with houses on each side of a passage of 19 feet, should be dark, is scarcely to be wondered at, and this must have been rendered still worse by the chapel, which, in 1361, was built across the middle of the bridge, the traffic having to pass beneath it. With all its disadvantages, however, the bridge was destined to serve the purposes of the citizens for more than five hundred years, and it was not till 1764 that the work of 1247 gave place to a bridge more in accordance with modern requirements. The chapel, however, came to an untimely end at an earlier date. It was destroyed by fire in 1642, and the wonder is that in so congested an area the houses bordering the bridge were not burned as well. It would have saved a later generation much trouble had that occurred.

BURNING THE TOLL-GATES.

By the middle of the 18th century the need of a new bridge was serious, but the Council hesitated to face the outlay. Action involved not merely the expense of bridge reconstruction, but the purchase of the obstructive premises on and near the bridge. Then, as Mr Latimer tells us, an interesting way towards a settlement was adopted. Twenty-four citizens were chosen to represent the various wards, in order that they might form a committee to consult with the Corporation. In the multitude of counsellors there might have been wisdom, but there was not agreement. The controversy was maintained vigorously, and the matter went on very much as did the discussion with regard to the provision of St. Augustine's Bridge

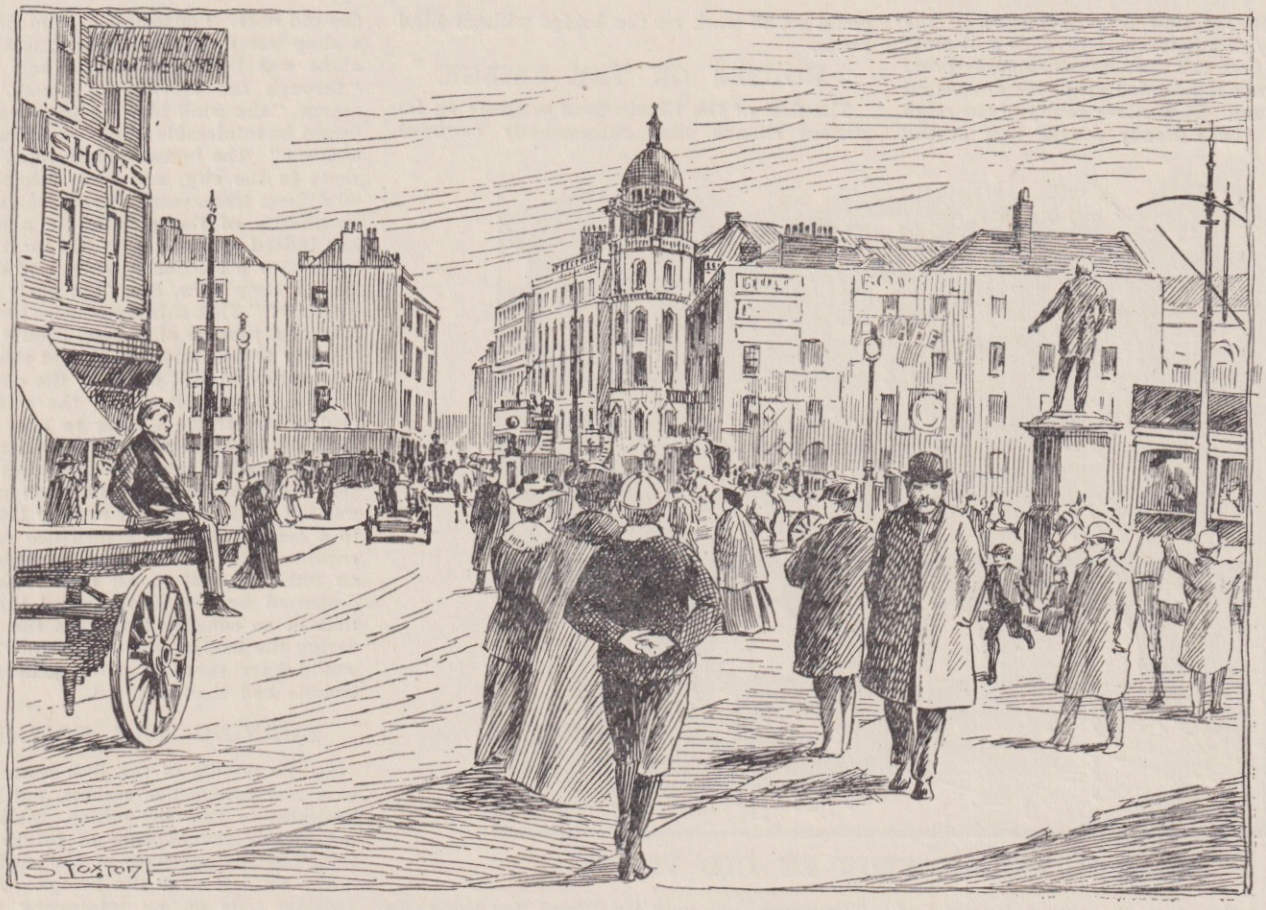


BRISTOL BRIDGE, ABOUT 1830, BEFORE THE WIDENING OF 1861.

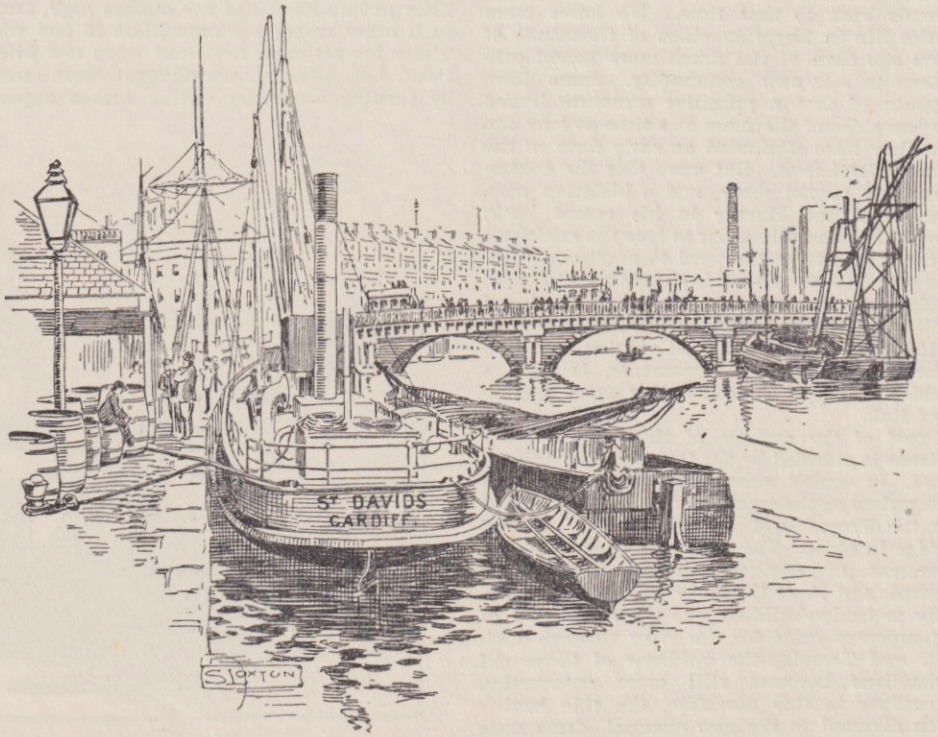
nearer our own time. At last a decision was reached. Mr James Bridges, whose remarkable design for a bridge across the Avon Gorge is depicted in an earlier page, supplied the plan for a new Bristol Bridge, and this was begun in 1764 and opened in 1768. To meet the cost of the scheme the Bridge Trustees were empowered to charge tolls. Some of the public, after the lapse of a considerable time, obtained the impression that enough had been received to provide the amount necessary, the understanding being that the communication should be free when the account was balanced. An angry feeling was aroused at the announcement that the tolls were to be again leased, and it was intensified by the indifference of the authorities to this outside feeling. Extraordinary consequences followed, and, although the story has been often told, many are probably unfamiliar with it. Before the lease had quite expired certain of the hostile citizens quietly bargained with the lessee to forego the collection of tolls on the last nine days of his term. Their impression was that if once the charge could be interrupted it could not be reimposed. By this stratagem the bridge was suddenly, on September 19th, 1793, thrown open to all comers, and popular rejoicing went a step further than cheering—a bonfire was made of the old toll-boards and gates. The enraged Bridge Trustees had fresh barriers put up. Rioting was the sequel; it was temporarily suppressed by the military, but broke out again and again, and ultimately, on the order of the magistrates, the soldiers fired volleys at the crowd, and then charged with bayonets fixed. Eleven persons lost their lives, and forty-five were injured. Public feeling on the conduct of the authorities may be gauged from the fact that at the coroner's inquests on ten of the bodies, verdicts of "Wilful murder by persons unknown" were returned. Renewed disturbance was threatened, and, in fact, took place, but several public-spirited citizens prevented further conflict by raising privately the sum required to free the bridge. The tolls were never re-imposed after the rioting, but embittered controversy for some time continued.

THE CRUSH OF MODERN TRAFFIC.

The quaint little toll-houses, which fifty years ago still remained at the corners of the bridge, and were used as shops, had, therefore, associated with them a tragedy and a moral. It

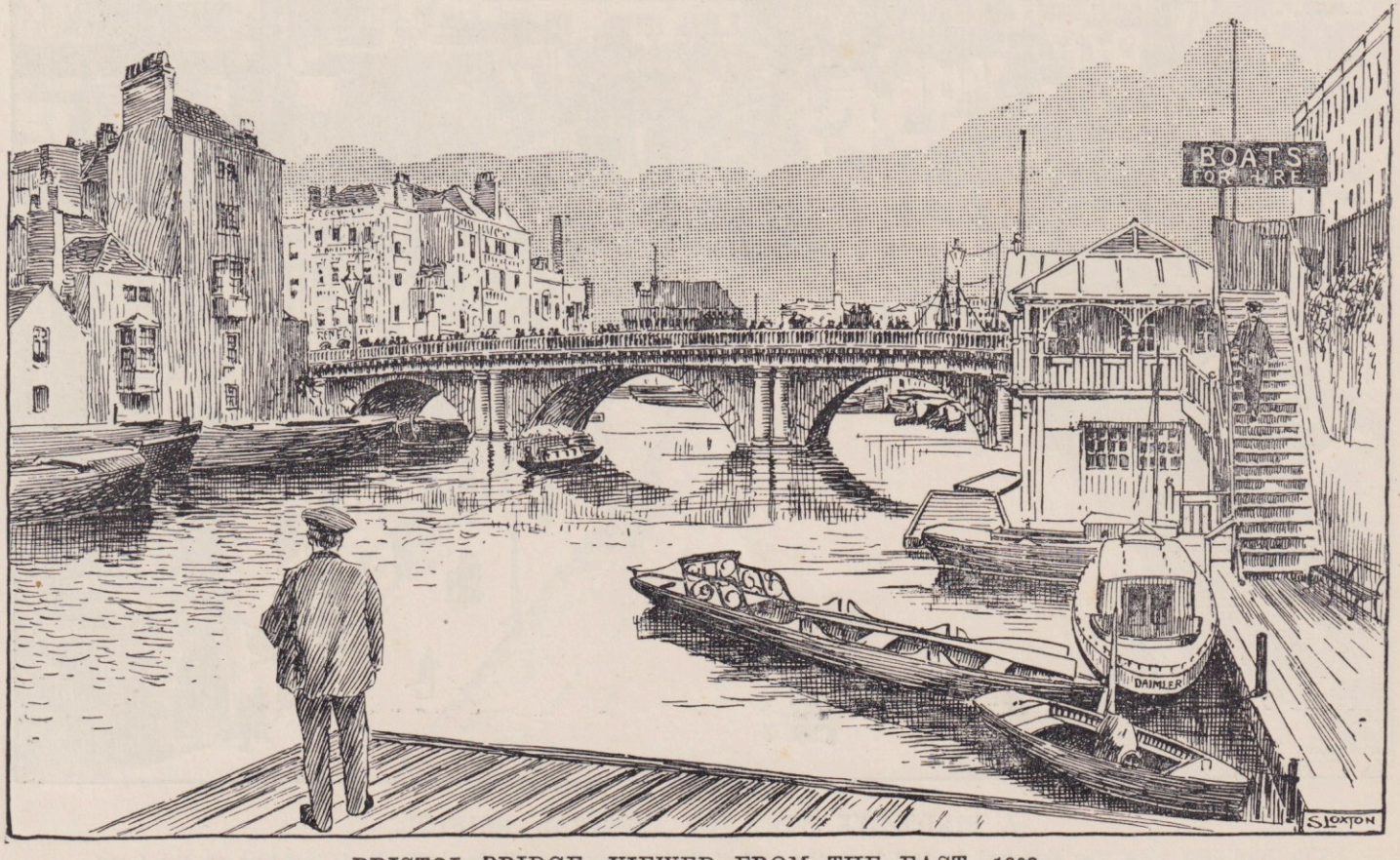


BRISTOL BRIDGE AND ITS TRAFFIC, 1908.



A GLIMPSE OF BRISTOL BRIDGE FROM WELSH BACK, 1908.

BRISTOL BRIDGE, FROM AN UNDATED PRINT.



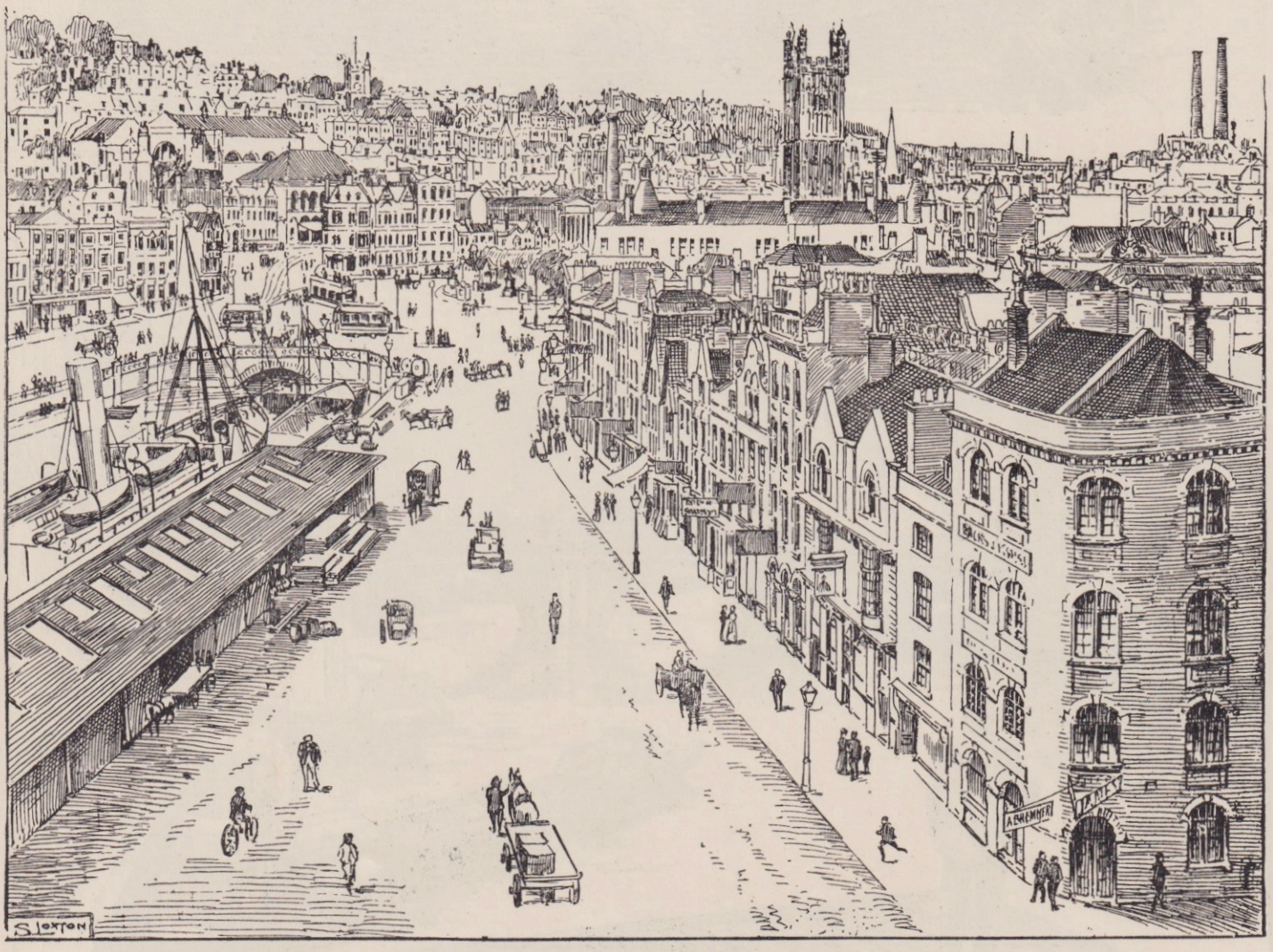
BRISTOL BRIDGE, VIEWED FROM THE EAST, 1908.

seems to be clear that the authorities acted legitimately in continuing the charge for a short time longer, but they "haughtily" (as Mr Latimer puts it) neglected to satisfy the public that they were acting in a bonâ-fide manner, and hence this sensational page in local history.

"The Bristol Guide," published about 1825 by Mr John Matthews, contains a description of the bridge as it was then. "It consists," said the writer, "of three arches; the centre arch is elliptical and of 55ft. span, the side arches are semicircular and of 40ft. each. The piers are 42ft. long and 10ft. thick. On each side is a balustrade of Portland stone, 6ft. high, and a raised way for foot passengers, defended by small iron pillars and chains; at each end are two buildings of stone for toll-houses, now converted into shops." The same authority, referring to the erection of this structure, states that "in 1767, when the workmen perforated the old piers to try if they were strong enough tc support the new bridge, they found in the middle of Redcliff Pier a sill of oak, about a foot square and 40ft. long, with two uprights near each end about 9in. square and 9ft. high, morticed into it, which they concluded to be the remains of the old wooden bridge, walled up in the pier to prevent the trouble of taking them out."

The sketch showing the toll-houses is from a drawing probably made about 1830. The conditions were essentially the same in 1858. Some residents whose memories go back fifty years say, however, they have no recollection of the posts. The change from the older to present conditions was made in stages. First, in 1861, eleven feet extra were obtained by constructing a pavement carried on cantilevers on the eastern side. It involved the demolition of the high stone parapet on that side only, and temporarily gave the structure a lop-sided appearance. Two of the former toll-houses were then cleared away, and the remaining pair disappeared when in 1873-4 a similar widening occurred on the west side of the bridge.

Traffic over Bristol Bridge has grown to such an extent that on more than one occasion in recent years methods of relieving the congestion have been discussed. A suggestion that a new link be made between the top of Bridge Street and Counterslip is impracticable owing to the difference in levels; it is, moreover, not at all certain that such a route would be suitable if it could be carried out. Anyone standing on the bridge at a time when factories and offices are setting free their thousands of employés, will at once realise what the traffic has become at such periods. The roadway is crowded with fast and slow-moving vehicles; the electric cars pass at very brief intervals; bicycles and automobiles wind in and out of the medley in a fashion that frequently involves risk; and pavements are almost impassable, so thick is the stream of pedestrians.

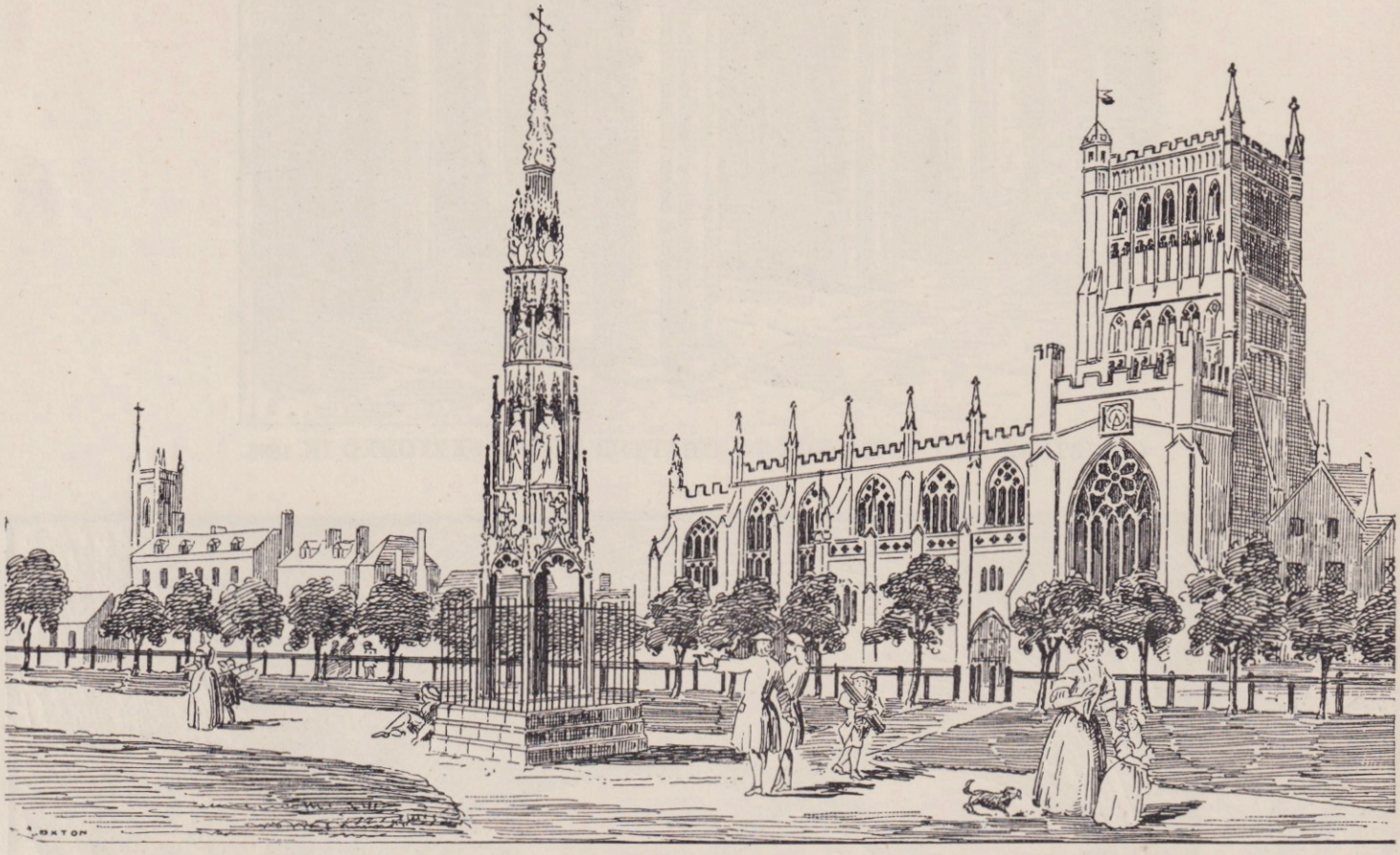


A BIRD'S-EYE VIEW OF CENTRAL BRISTOL.

This bird's-eye view was sketched in 1907 from the roof of the Co-operative Wholesale Society's building on the Quay.

THE CATHEDRAL: ITS RESTORATION AND COMPLETION.

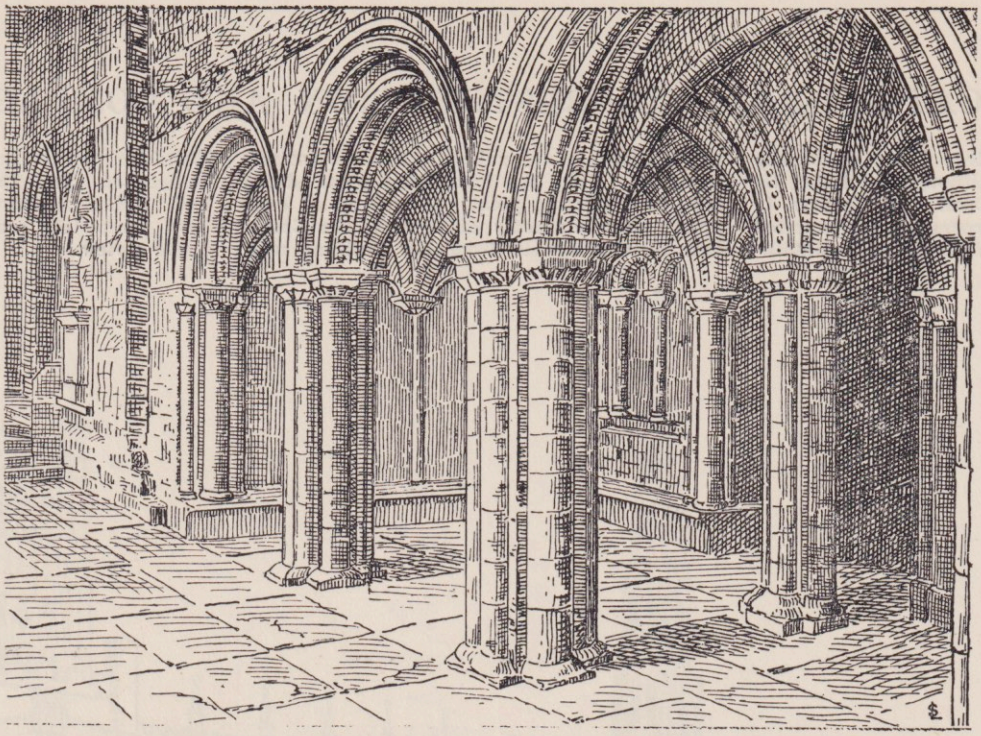
The Cathedral and College Green are closely linked with each other, although the latter, by arrangement with the Dean and Chapter, is now controlled by the Corporation, and counted as one of the open spaces of the city, maintainable by the ratepayers. The lapse of fifty years has produced a wonderful transformation in this part of Bristol. While at the outset it will be convenient to confine the attention as much as possible to the Cathedral, leaving its environment to be subsequently dealt with, the two branches of the subject cannot be entirely separated. Take the interesting print, dated 1763, as a starting point. It will be at once noticed how markedly different is the Cathedral pictured by it from the building with which twentieth century Bristolians are familiar. It was then minus its nave, and in 1858 its condition in this respect was unaltered. At this date, however, the High Cross had been moved from the position on the broad walk on the Cathedral side of the Green and given to a Wiltshire gentleman, under circumstances to be detailed later. The old reproach that Bristol had "half a Cathedral and half a Bishop" has been completely removed during the period under review.



THE CATHEDRAL AND COLLEGE GREEN IN 1763; FROM AN OLD PRINT.

Fifty years ago the space in the Cathedral available for the congregation consisted of a portion of the choir. This was shut off from the aisles and transepts by partitions, and only 300 persons could be seated. A series of changes began with the removal of the organ,

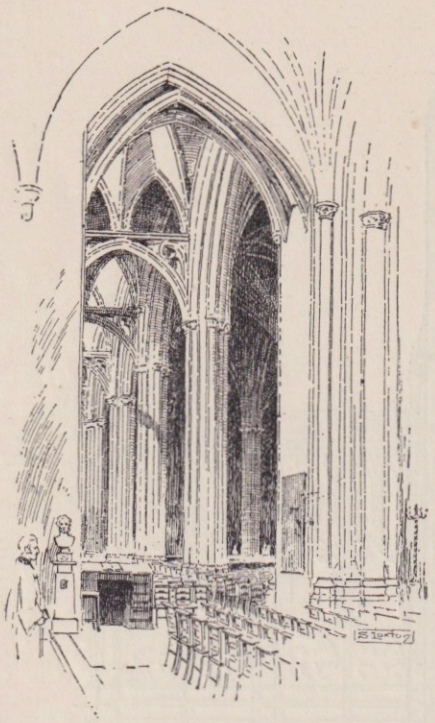
NORMAN GATEWAY AND DEANERY ROAD IN 1888.



CLOISTERS AND ENTRANCE TO CHAPTER ROOM; SKETCHED IN 1888.

THE CATHEDRAL CHAPTER ROOM, SKETCHED IN 1895.

hitherto blocking up the centre of the church. It was set up in the north aisle, the stalls were re-constructed, chairs introduced instead of the wooden benches, the walls freed from white-

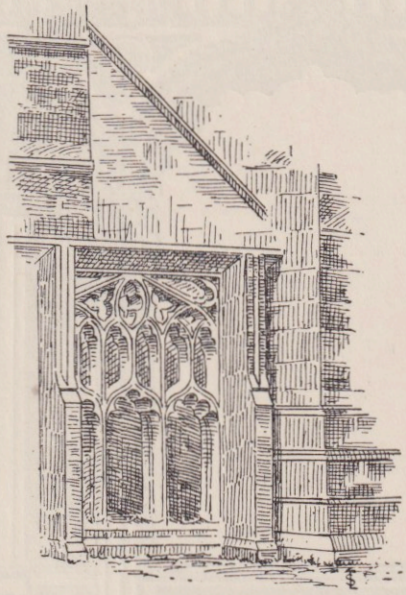


AN INTERIOR VIEW.

wash, considerable restoration was effected, and the accommodation was raised to 1,000 sittings.

THE NEW NAVE AND WESTERN TOWERS.

From that time onward a series of improvement schemes followed each other at short intervals. The work alluded to was finished in 1861. Almost immediately afterwards the condition of the central tower demanded attention, and the massive piers sup-

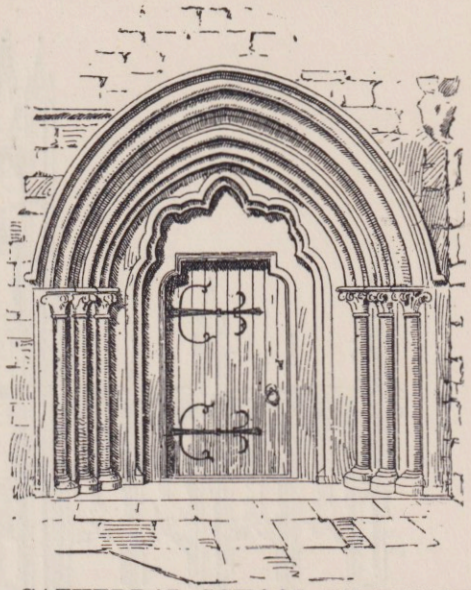


WINDOW IN CLOISTERS.

porting it were next the subject of renovation. Before this was completed alterations were made in the level of the road on the north side of the Cathedral; the earth was removed to the depth of several feet, and access to the building improved. While the men were engaged in these operations, the foundations of a nave and north porch were met with. Some bygone builder—possibly Abbot Knowles—had commenced but never completed these parts of the church. There had been a still earlier nave of small dimensions, and traces were also found of this. Public interest was aroused by this

CAPITAL IN LADY CHAPEL.

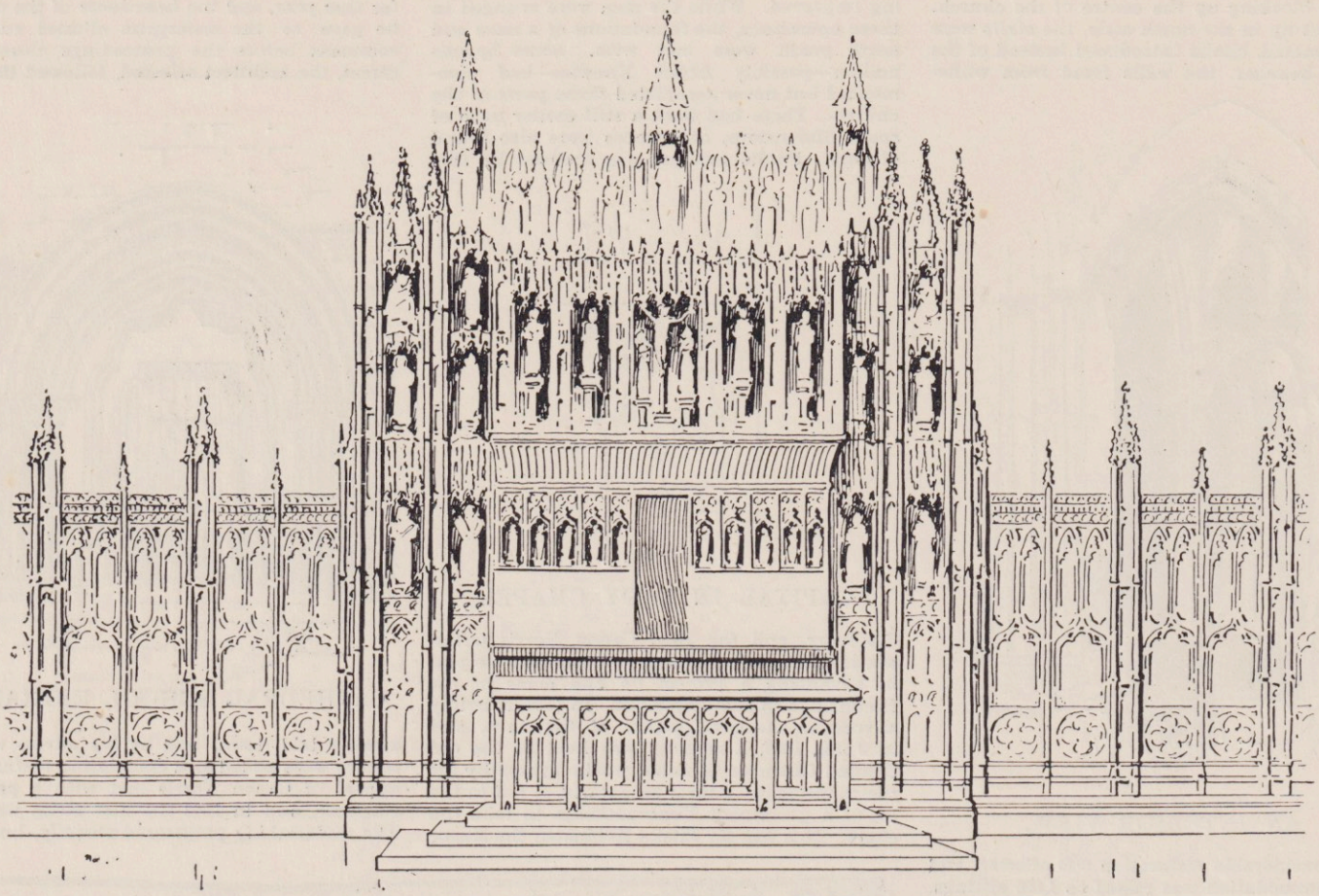
discovery, and the Rev. Canon Norris (afterwards Archdeacon) found the incident helpful in advancing a project he and some of his friends had in contemplation. In 1866 he boldly advocated the construction of the nave, and in June, 1867, a meeting was held in the old Council Chamber to enlist public sympathy for the movement. Rather singularly, it fell to the lot of a prominent Nonconformist to take the chair. This was Mr Elisha Robinson, the Mayor for that year, and the heartiness of the support he gave to the enterprise elicited eulogistic comment before the proceedings closed. Mr Street, the architect selected, followed the lines



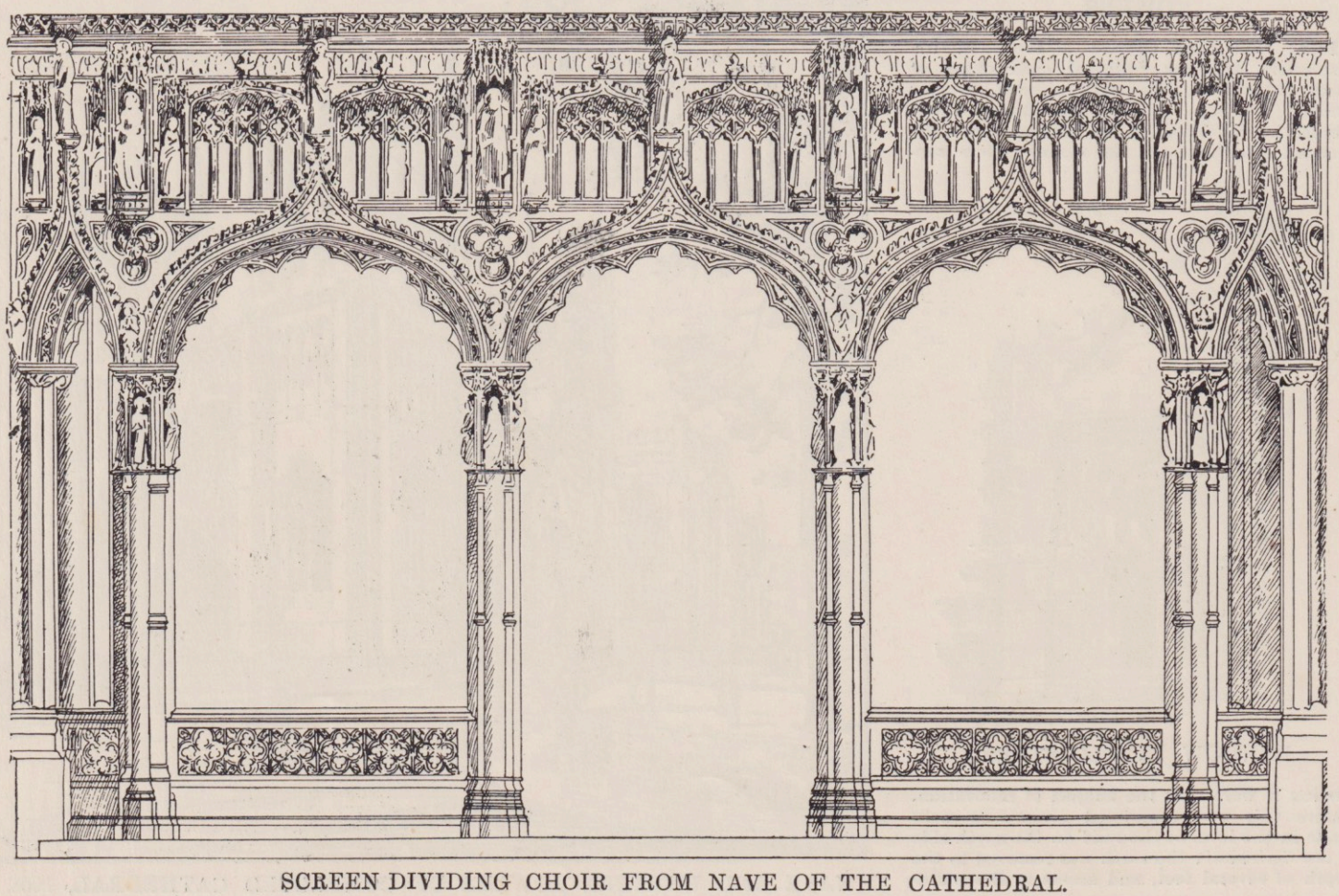
CATHEDRAL SCHOOL ENTRANCE.

already laid down, and by his advice western towers were added as a completing feature. The appeal of Canon Norris met with a generous response, and in 1868 the first stone was laid. The undertaking progressed steadily, but there

NAVE AND WESTERN TOWERS OF COMPLETED CATHEDRAL, 1908.

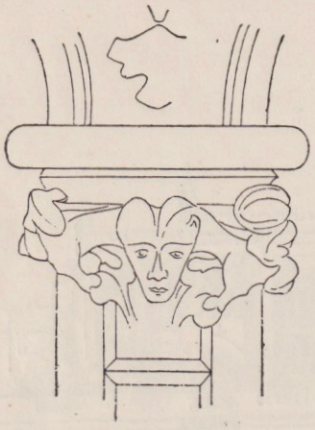


CATHEDRAL CHOIR REREDOS, MEMORIAL TO BISHOP ELLICOTT; 1899.



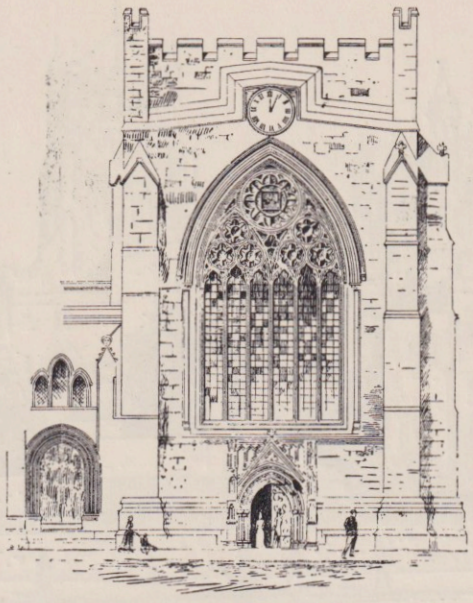
SCREEN DIVIDING CHOIR FROM NAVE OF THE CATHEDRAL.

were regrettable differences of opinion, and much feeling developed with regard to figures introduced into the decorative treatment of the north porch. The statues which aroused the



CAPITAL IN LADY CHAPEL.

intense dislike of a section of the public were removed in drastic fashion, and others, to which no controversy could attach, were substituted. For a long time the effects of the storm persisted, but the general scheme was carried forward, and the nave consecrated on October 23, 1877. The western towers were not then built.



OLD NORTH ENTRANCE, NOW CLOSED.

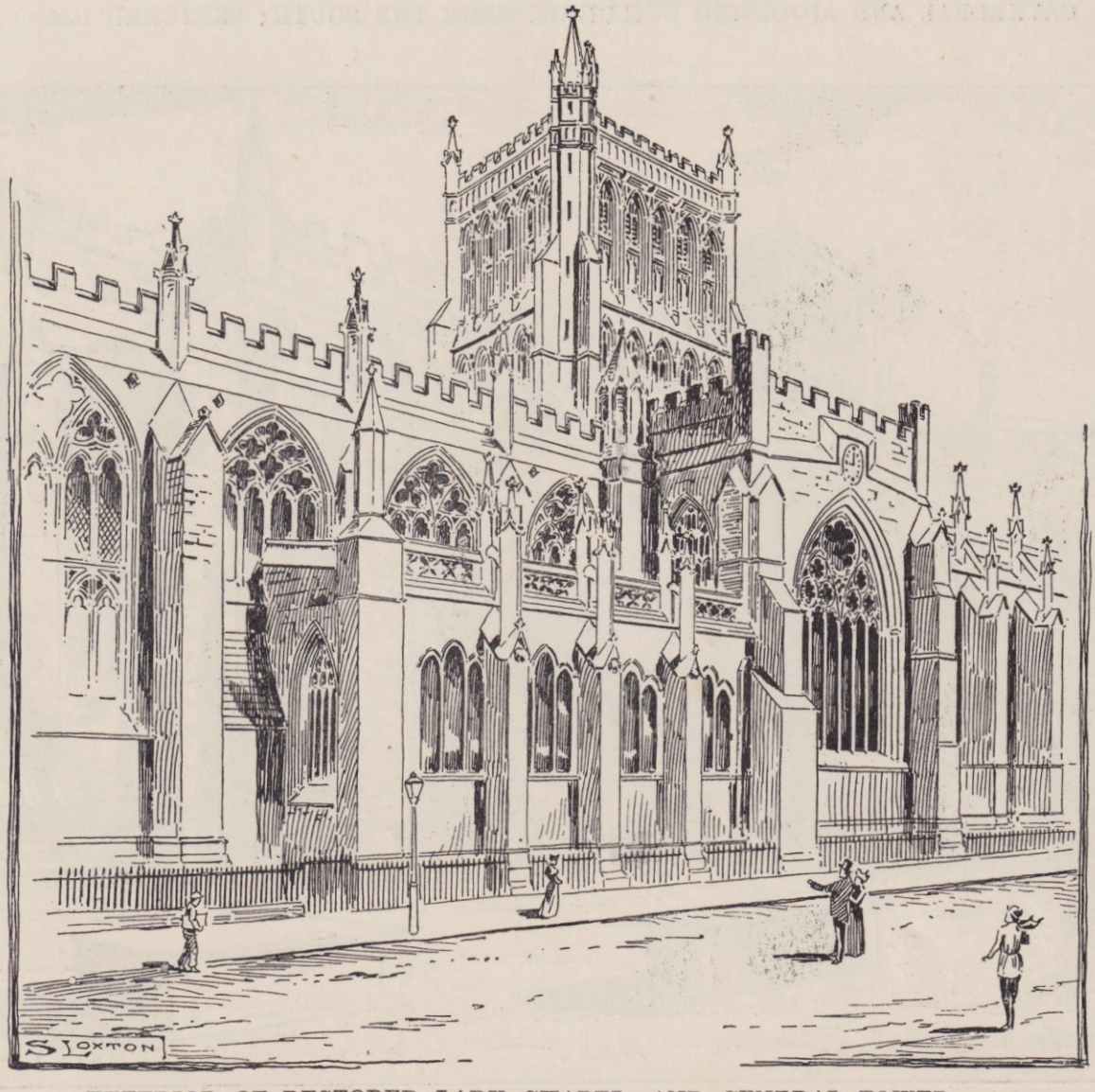
In 1886, however, another step forward was made, and by June, 1888, Mrs Norris was able to lay the cap-stone, indicating that the scheme was so far finished.

MORE STEPS FORWARD.

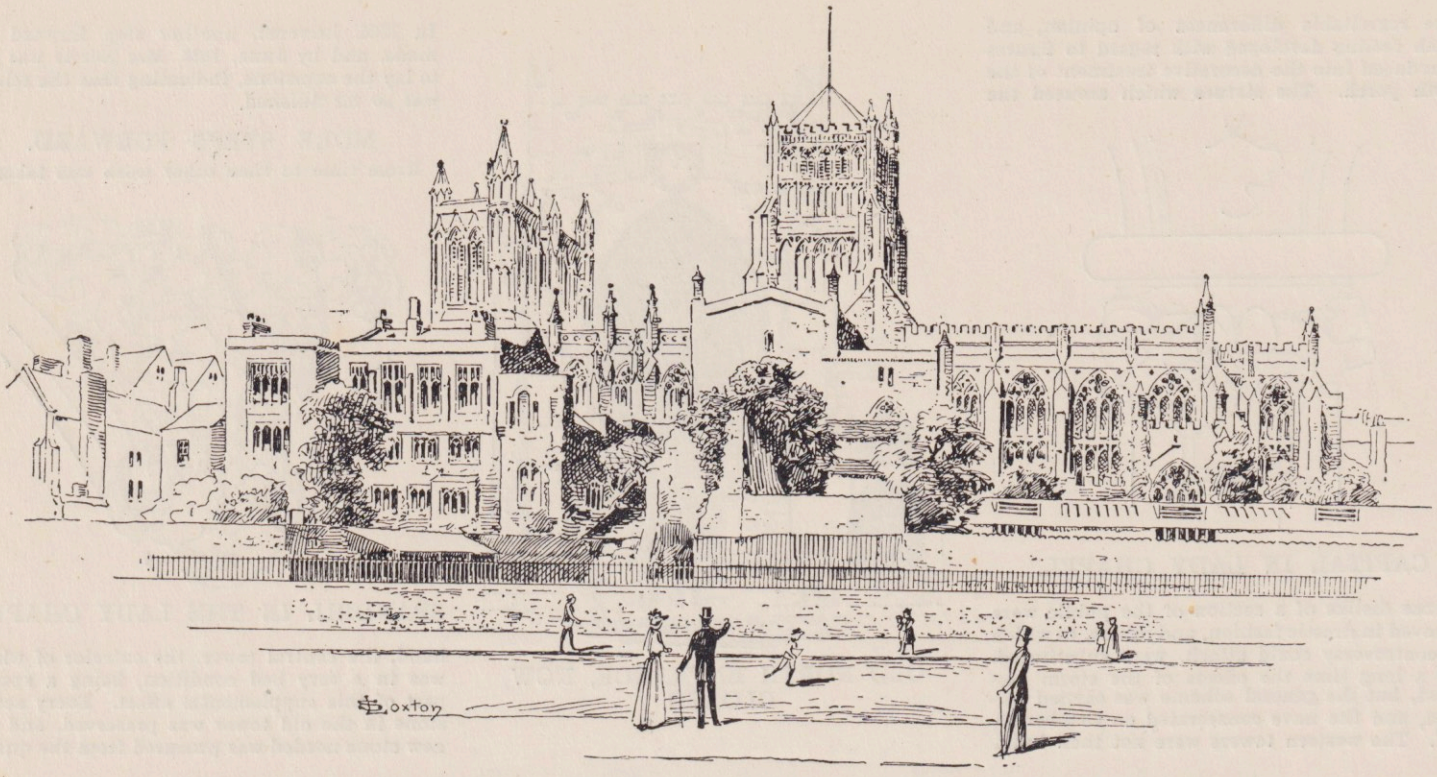
From time to time other work was taken in

SPANDRIL IN THE LADY CHAPEL.

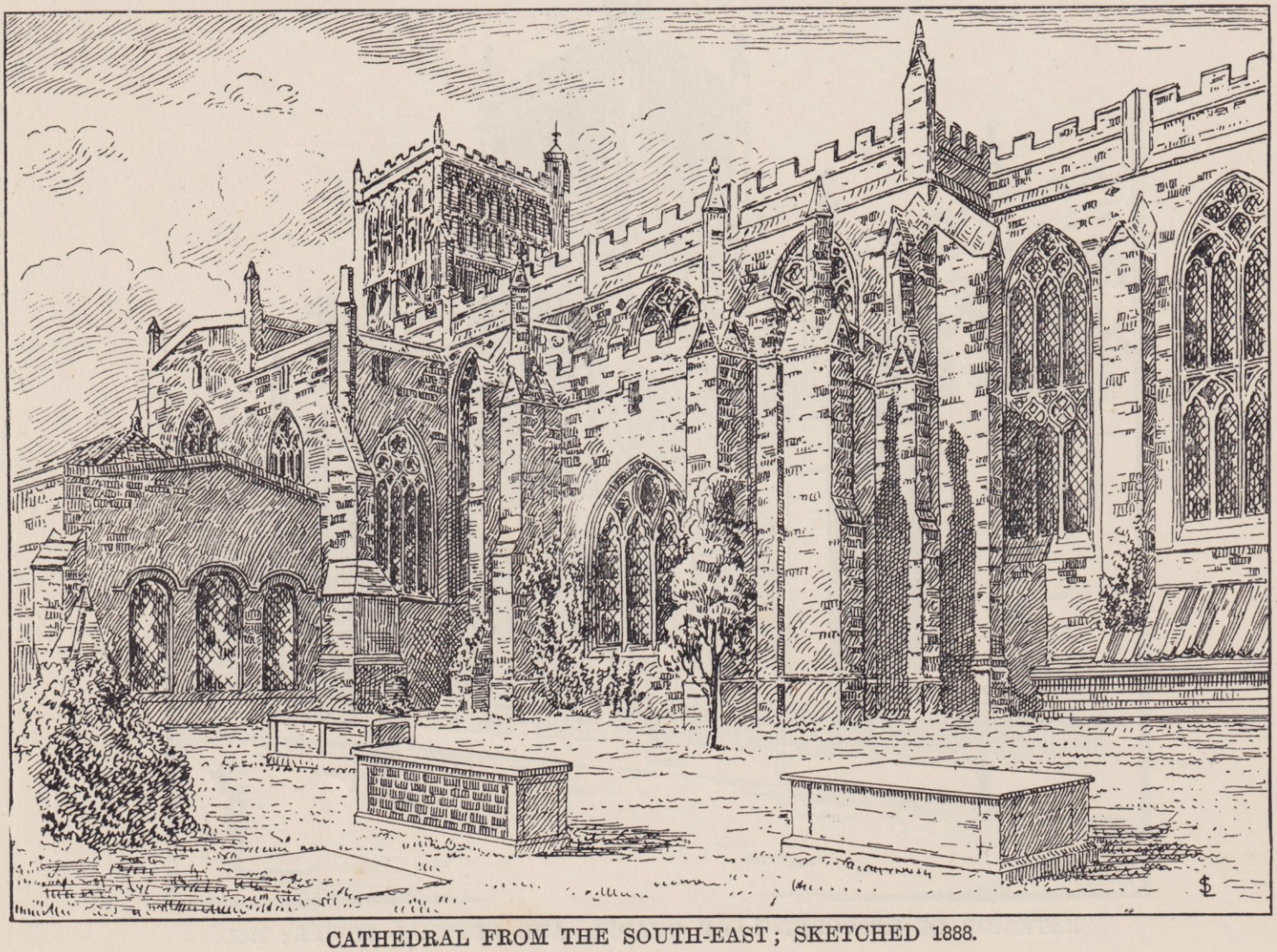
hand, the central tower, the exterior of which was in a very bad condition, being a special part of this supplemental effort. Every sound stone in the old tower was preserved, and the new stone needed was procured from the quarry



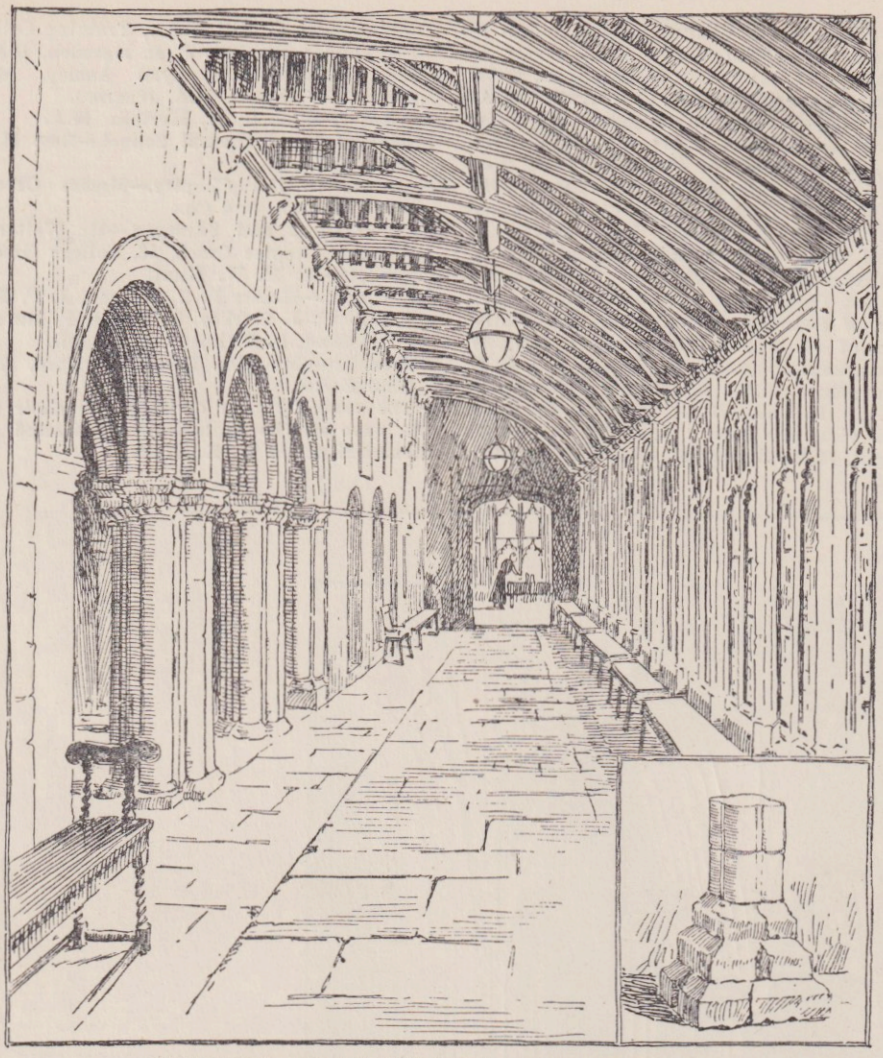
EXTERIOR OF RESTORED LADY CHAPEL, AND CENTRAL TOWER; 1908.



CATHEDRAL AND ADJOINING BUILDINGS. FROM THE SOUTH; SKETCHED 1899.



CATHEDRAL FROM THE SOUTH-EAST; SKETCHED 1888.



CATHEDRAL CLOISTERS, SKETCHED 1888.

on Dundry Hill from which it is believed the original builders obtained their supply. Attention was also turned to important internal work, the Elder Lady Chapel, regarded as one of the finest examples of thirteenth century architecture extant, being among the parts of the edifice restored. The choir was again re-arranged; the eastern exterior renovated; and in 1899 a carved reredos in the choir was erected to the memory of Bishop Ellicott, who was for 34 years Bishop of the joint sees of Gloucester and Bristol.

In a half century, in round figures, £110,000 has been spent in making the Cathedral what it is to-day, and, in addition, there has been the erection of a new organ. The Dean and Chapter were appealing for funds for the instrument when Mr H. O. Wills generously intimated that they need be under no further financial difficulty, for he would take the responsibility upon himself. The organ was opened in October, 1907. Wealthy Nonconformists, as well as members of the Established Church, have contributed liberally to the large outlay in completing, restoring, and beautifying the Cathedral, and a worshipper of 1858 would hardly recognise the edifice of 1908, so varied and extensive have been the efforts made for its improvement. Dean Pigou has exercised a stimulating influence in pressing on public attention the schemes launched since his appointment.

Not only does the Cathedral itself present a marked contrast to the building of 1858, but alterations in its environment have also brought it much more into prominence. The next section upon the transformation of College Green, contains references to this fact.

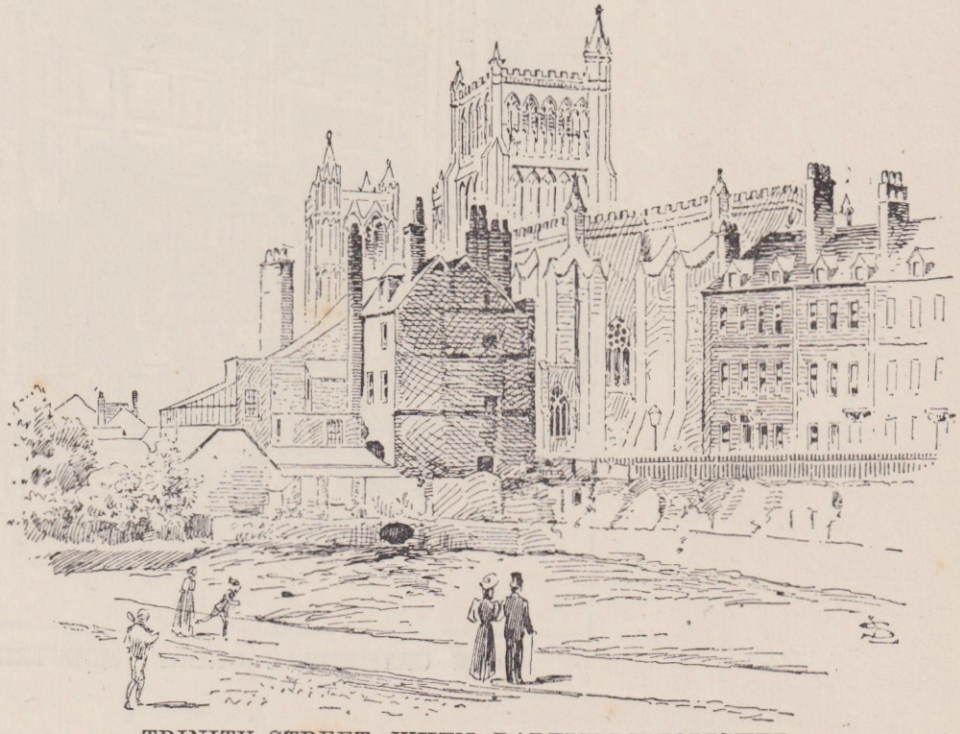
The use made of the Cathedral and its allied buildings is also greater than it was formerly. Turning over the pages of the first volume of the 'Western Daily Press,' a report is met with in June, 1858, of the visitation of Archdeacon Thorp. His charge was delivered at St. Augustine's Church, and the clergy afterwards had luncheon at the White Lion, in Broad Street, where they proceeded to discuss Church subjects. The business part of such a gathering would almost certainly to-day be transacted in the beautiful Norman Chapter House of the Cathedral. This room is now used for many gatherings called to consider matters connected with the religious and social life of the city, and diocesan conferences are regularly held in it.

THE CATHEDRAL STAFF.

A comparison of the appended lists, taken from the Bristol Directories of 1858 and 1908, will show that a complete change has occurred in the Cathedral staff in the past fifty years. The Lord Bishop in 1858 was Dr. Baring; the See was then attached to that of Gloucester, and his Lordship's address was The Palace, at Gloucester. In 1908 Bristol has a separate bishopric, and Dr. George Forrest Browne resides at the Bishop's Palace, Redland Green, Bristol.

1858.

Dean.—The Very Rev. Dr. Gilbert Elliot, The Deanery, College Green.
Archdeacon.—Rev. Thomas Thorp.
Canons.—Revs. E. Bankes, B.L.; H. Mosely, A.M.; E. Girdlestone, M.A.
Hon. Canons.—Rev. G. N. Barrow; Rev. J. M. Prower, A.M., vicar of Purton, Wilts; Rev. G. E. Howman, A.M., rector of Barnsley, Gloucestershire; Rev. J. Hall, B.D., rector of St. Werburgh's; Rev. W. B. Allen, D.C.L., Winterbourne; Rev. W. C. Bennett, M.A., Corsham; Rev. J. Salter, M.A., Iron Acton; Rev. T. B. Coney, M.A., Pucklechurch; Rev. F. E. Tuson, M.A., Minety; Rev. G. Madan; Rev. C. H. Morgan; Rev. J. E. Jackson, M.A., Leigh, Delamere; Rev. J. S. M. Anderson, M.A.
Minor Canons.—Revs. D. Wright and J. Mackintosh.
Precentor.—Rev. R. L. Caley, Clifton.
Master of the College Grammar School.—Rev. J. Mackintosh.
Solicitor to the Chapter.—Mr Charles E. Ward, 41, Broad Street.



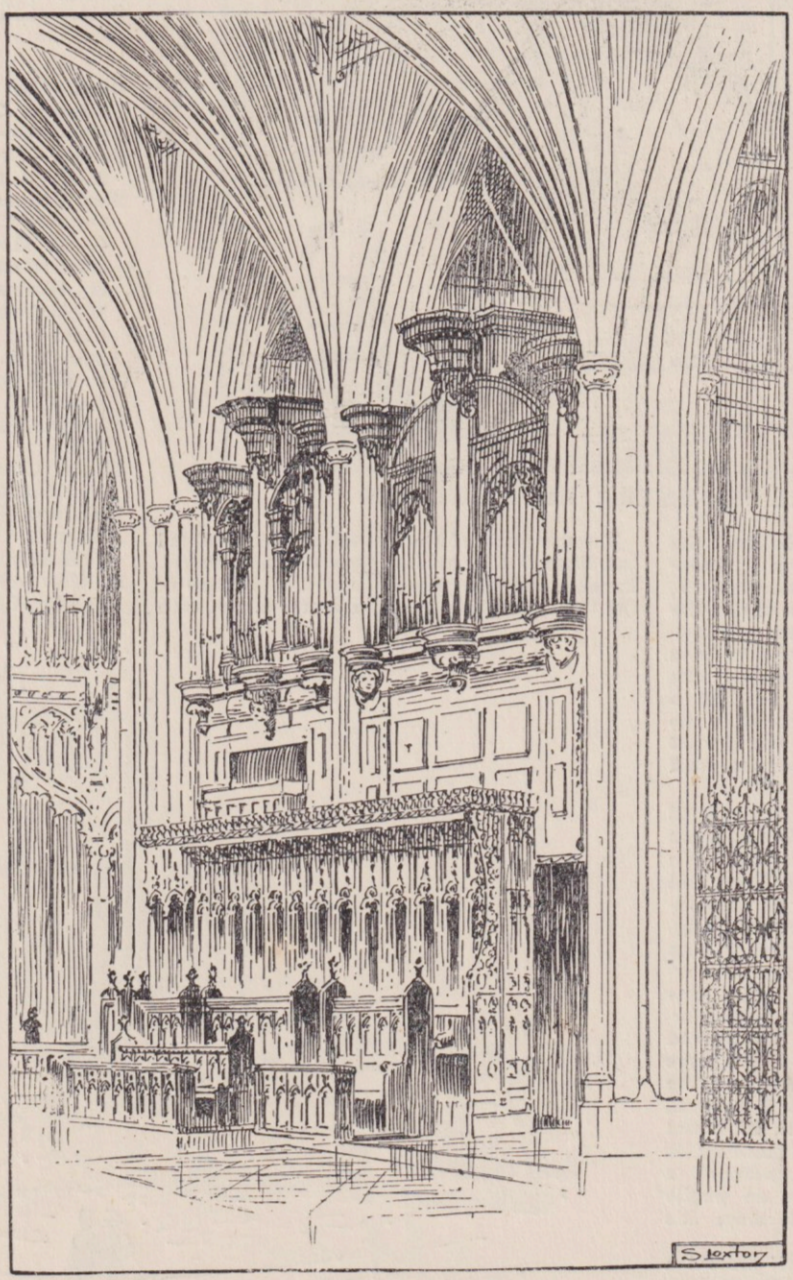
TRINITY STREET, WHEN PARTLY DEMOLISHED.

Chapter Clerk and Surveyor.—Mr J. Bessell, 10, College Green.
Organist—Mr John Corfe.
Lay Clerks.—Messrs J. Collins, S. Rootham, E. Yates, W. Merrick, D. W. Rootham, H. Francis, J. Greenwood.
Sub-sacrist.—Mr J. Hunt.
Bishop's Verger.—Mr J. Holland.

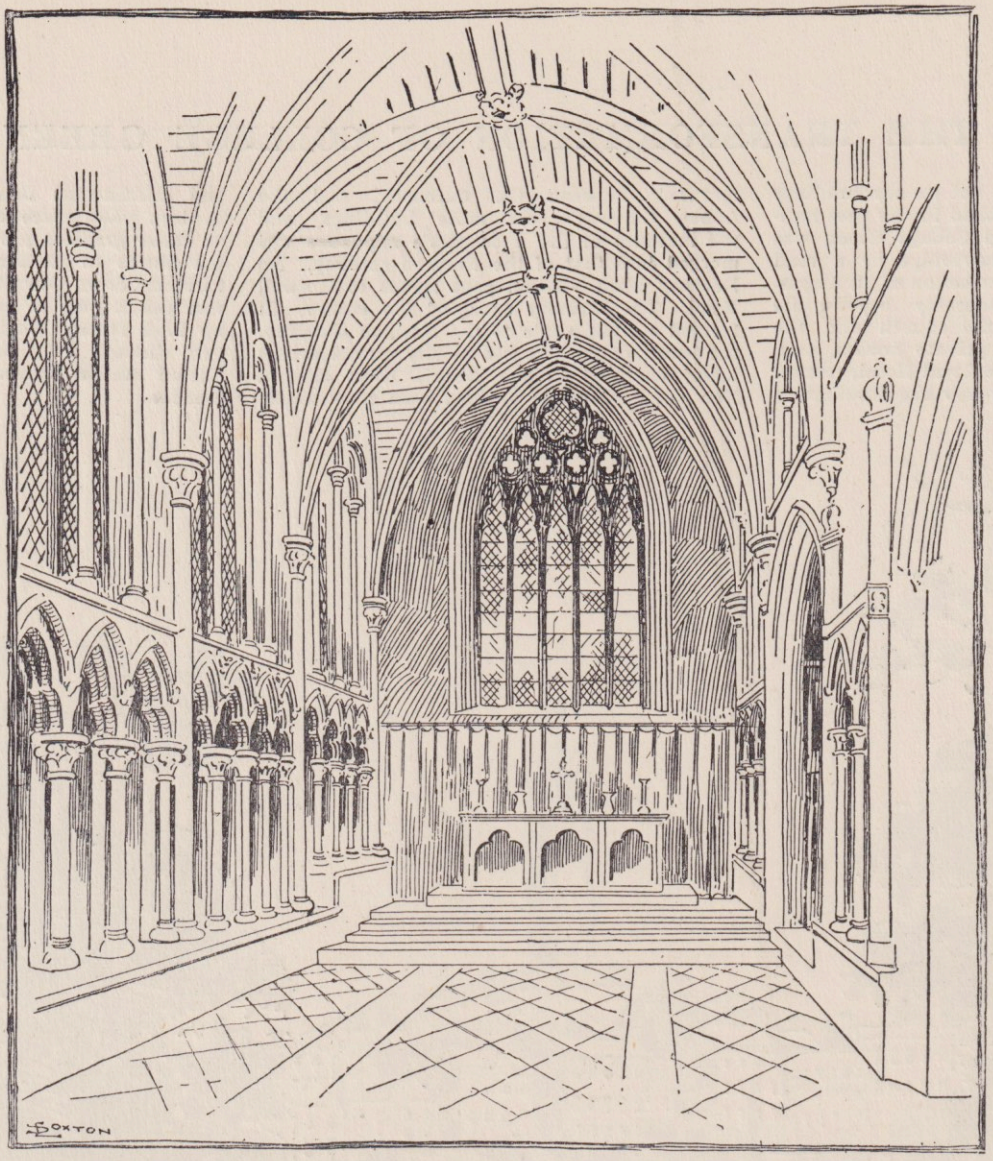
1908.

Dean.—The Very Rev. Francis Pigou, D.D.
Archdeacon of Bristol.—Venerable Ravenscroft Stewart, M.A.
Archdeacon of North Wilts.—Venerable Hemming Robeson, M.A.
Canons.—Venerable Hemming Robeson, M.A.; Rev. J. G. Tetley, D.D.; Venerable Ravenscroft Stewart, M.A.; and Rev. Reginald Thomas Talbot, D.D.
Hon. Canons.—Rev. Frederic Vaughan Mather, M.A.; Rev. H. N. Ellacombe, M.A., vicar of Bitton; Rev. John Rich, M.A., rector of Kellaways, Wilts; Rev. J. Mayne, M.A., rector of Christian Malford; Rev. C. H. Awdry, M.A., rector of West Kington, Chippenham, Wilts; Rev. F. J. Buckley, M.A.; Rev. E. F. Trotman, B.C.L., vicar of Marshfield; Rt. Rev. C. E. Cornish, D.D., Bishop of Grahamstown; Rev. C. H. Wallace, M.A.; Rev. C. J. Parker, M.A.; Rev. J. Hugh Way, M.A.; Rev. J. G. Alford, M.A., vicar of Stoke Bishop; Rev. W. C. Prideaux, M.A., vicar of St. Saviour's, Woolcot Park; Rev. E. W. Estcourt, M.A., vicar of Swindon, Wilts; Rev. C. Griffiths, vicar of St. Paul's, Bedminster; Rev. W. Everingham, Diocesan Missioner; Rev. R. G. Livingstone, M.A., rector of Brinkworth; Rev. E. P. Cole, M.A.; Rev. G. F. Head, M.A., vicar of Clifton; Rev. Thomas Joseph Weight, M.A., vicar of St. Barnabas', Bristol; Rev. Ernest C. Gill, B.Sc., Training College, Fishponds; Rt. Rev. S. E. Marsden, D.D.
Minor Canons.—Rev. Cyril Ashley, M.A.; Rev. C. W. Jacob, M.A. (Sacrist).
Precentor.—Rev. G. H. Merikin, M.A.
Master of the Cathedral School.—Rev. H. W. Pate, M.A.
Solicitors to the Chapter.—Messrs Osborne, Ward, Vassall, and Co.
Chapter Clerk and Surveyor.—Mr Walter W. Hughes, Chapter Office, 38, College Green.
Organist.—Mr H. W. Hunt.
Lay Clerks.—Messrs E. T. Morgan, J. F. Nash, T. Albery, J. Starkey, T. White, R. Burchill, H. Preston, F. G. Board, I. Horsell.
Sub-sacrist.—Mr Wm. Henry Hayward, Abbey Gate House.

The carved screen dividing the choir from the nave of the Cathedral was erected as a memorial of Mr W. K. Wait.



THE CATHEDRAL ORGAN, ERECTED 1907.



THE RESTORED ELDER LADY CHAPEL OF THE CATHEDRAL.

VIEW SHOWING DEMOLISHED CHAPTER OFFICE, PRECENTOR'S HOUSE, AND DEANERY, COLLEGE GREEN.

THE TRANSFORMATION OF COLLEGE GREEN.

Not only the Cathedral, but its surroundings also have been much changed in the past half-century. Fifty years ago College Green was approached from the Drawbridge by a road rendered narrow by the projection of St. Augustine's Churchyard considerably beyond its present line. Between the church and the Cathedral was a row of private houses, and, although some remain, the Royal Hotel, erected on part of the ground, is now the dominating feature. Between the Cathedral and the Abbey Gateway were more buildings, and the masonry of the Precentor's residence was merged into that of the Norman gateway. No Deanery Road Viaduct gave access to Hotwell Road. The Deanery occupied the corner. It formed a right angle to the Norman Gateway, the lesser of the two beautifully carved arches being enclosed in the Dean's front garden. Nor had Park Street Viaduct been constructed, and middle-aged Bristolians will remember—in days when there were no electric cars and no easier gradient provided by Colston Street—the 'buses to Clifton and Redland dashed furiously down Cow Street, so that the momentum might help to carry them some distance up Park Street. Vehicles for Hotwells had to turn through Frog Lane, and traffic was conducted under somewhat dangerous circumstances.

COLLEGE GREEN, SHOWING QUEEN VICTORIA'S STATUE, HIGH CROSS, AND CABOT TOWER IN 1908.

TWO VIADUCTS.

The old Deanery ceased to be used as a residence for the ecclesiastical dignitary for whom it was intended, and in 1860 was utilised as a Young Women's Christian Association. That stage was, however, a brief one, for a few years later, civic representatives and Cathedral officers were discussing important changes. About this period the road on the north side of the Cathedral was lowered several feet, as mentioned in the preceding article. The formation of Deanery Road followed; intervening

ABBEY GATEWAY FROM THE SOUTH, BEFORE RESTORATION.

buildings were demolished, a viaduct was carried over Lamb Street, and an immensely improved route to Hotwells formed. The Mayor, Mr W. K. Wait, headed a civic procession at the opening ceremony on November 29th, 1869.

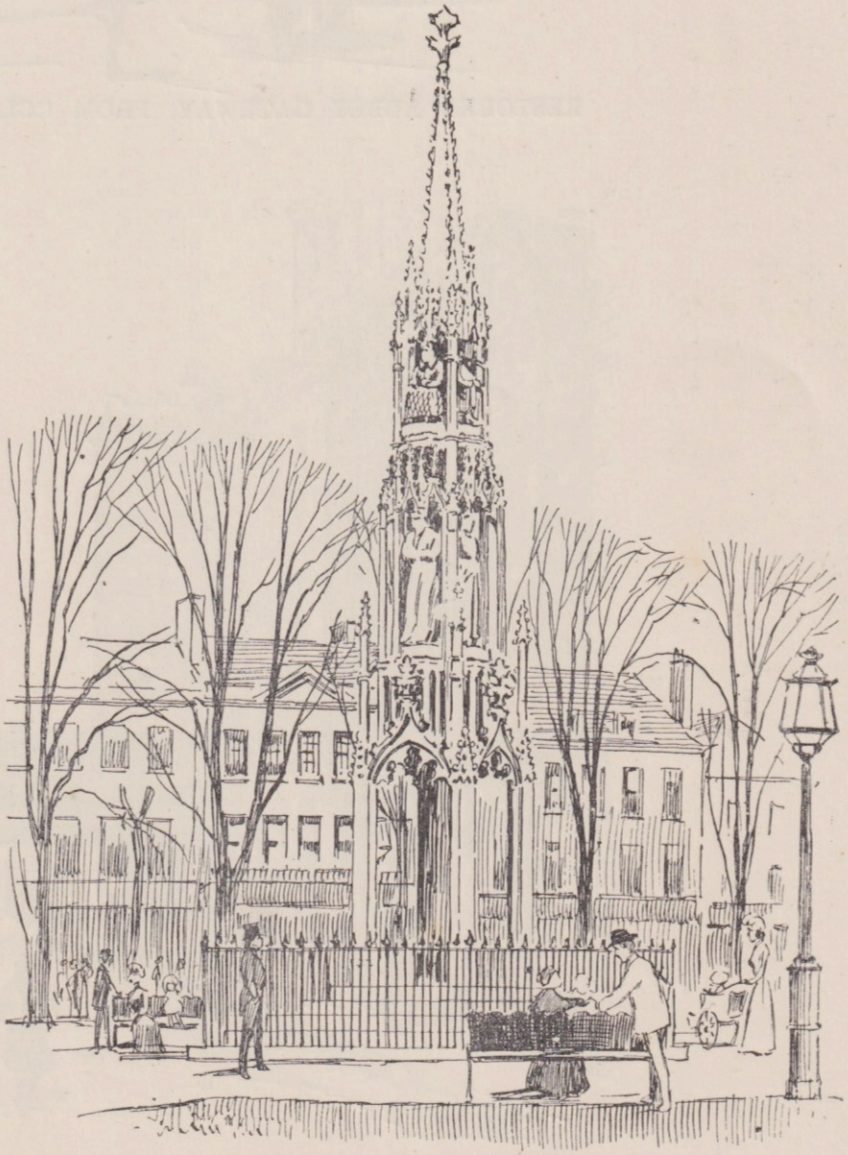
The congregation at Tyndale Chapel found a place for new mission buildings on one side of the thoroughfare, and part of the old Deanery, extending back towards the Lower Green, which had survived the demolition, was adapted as a residence for the Sub-sacrist of the Cathedral. Many who had no acquaintance with the Deanery in its original state will recollect this fragment of the building, with its entrance at a slightly lower level than Deanery Road. In course of time the site was cleared, and a much needed Central Library erected upon the ground with funds derived from a generous bequest to the city by Mr Vincent Stuckey Lean.

The construction of Deanery Road was quickly followed by another important project—Park Street Viaduct. The Council displayed about this period unusual courage in improving Bristol traffic conditions, and a group of schemes received sanction in 1867, and in a few years they were carried into effect. Close to the spot from which the view of College Place was taken at one time stood "The Abbot's Tree." It was a venerable elm, with lime trees as its companions. The fact that after the winter it gave earlier evidence of vitality than the trees near it led some to specially regard it as a harbinger of Spring.

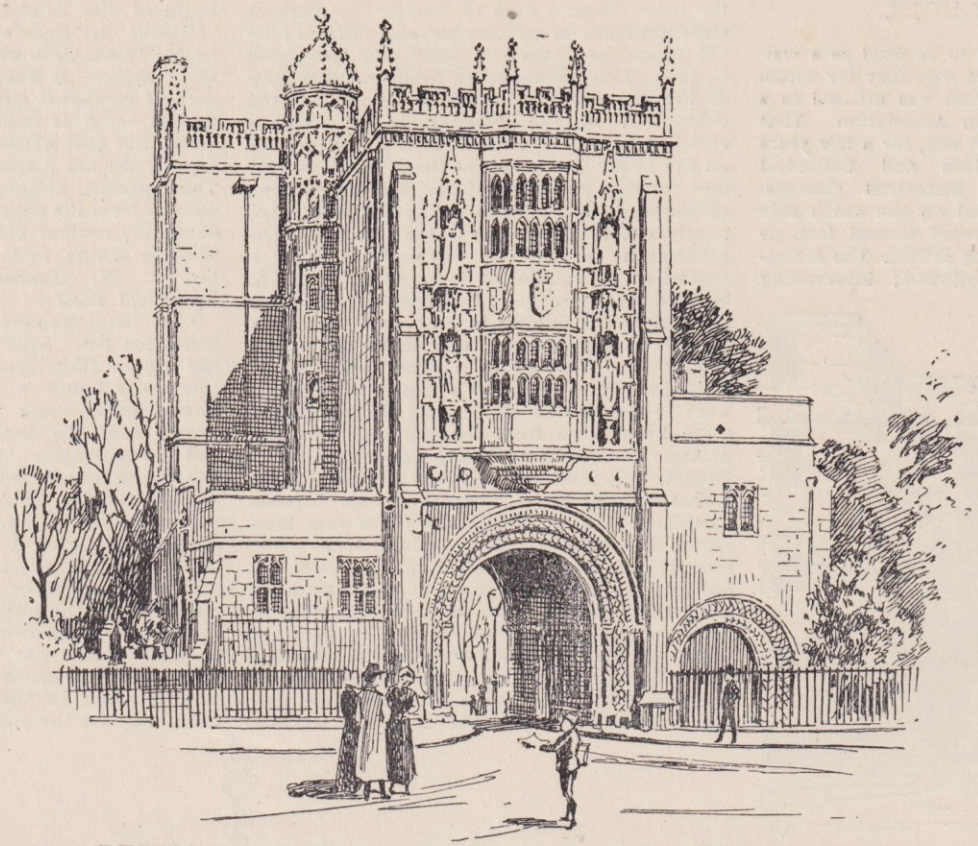
THE NORMAN GATEWAY, MINSTER HOUSE, AND HIGH CROSS.

The Cathedral authorities were responsible for another change about 1881, when the carving of the new west front of the building had just been completed. The Chapter Office, the Minster House, and the Precentor's house built on to the gateway, still remained up to this time. The first two were pulled down, and then the more delicate work of freeing the Norman structure from its excrescence, and restoring the old fabric, was taken in hand and completed in 1885. This gave a much better general view of the new nave and western towers, but the demolition of the Minster House aroused criticism in some quarters. It occupied ground on the Lower Green side of the Abbey Gateway, now forming part of the lawn near the western entrance of the Cathedral. The end of it came nearly out to the Lower Green. Early in the nineteenth century Dr. Edward Hodges, a Bristolian who acquired fame as an organist, became the occupant of this dwelling. Allusion is made to the subject in a volume forming a memoir of Dr. Hodges, written by his eldest daughter, and issued by a New York firm of publishers, G. P. Putnam's Sons. Dr. Hodges went to the United States, and thus curiously there have come from the other side of the Atlantic references to changing conditions in Bristol. Attention was called to this fact during a chat with Mr W. W. Hughes and Mr Thomas Thatcher, both of whom have for a very long period been familiar with College Green Dr. Hodges gave an ecclesiastical appearance to the end of the Prior's Lodge (as it seems to have been called in his day) by inserting a large Gothic stained-glass window, and by planting trees around it. It was swept away in 1884, and the 'Athenæum' shortly afterwards referred to the fact in the following terms:—"The fine old fifteenth-century house at the south-west angle of the Bristol Cathedral, the so-called 'Minster' or 'Prior's Lodge,' has recently been pulled down, quite without excuse, by the Dean and Chapter. It was not only a valuable specimen of mediæval architecture, but was also of special value as being one of the very small parts that still existed of the monastic buildings of the old Augustinian Abbey of Bristol." This opinion, although British, comes in the volume from the other side of the Atlantic. An extremely ancient window from the demolished Minster House now stands in the garden of Mr W. W. Hughes, at Downfield Lodge, Downfield Road.

Even these numerous alterations do not exhaust the list. After its removal in 1733 from the top of High Street, the civic High Cross eventually found a place in College Green. There, until about 1763, it stood. On the excuse that the broad walk was obstructed, and promenaders found it an obstacle, it was taken down, treated as an object of no value, and lay for several years as lumber on the Cathedral premises. Then Dean Barton undertook to give it away, and it was carried to Stourton, Wilts., by Mr Henry Hoare, who showed much more interest in Bristol antiquities than the citizens of his day. In 1850 the present High Cross was erected at the end of the Green near St. Augustine's Church, from which position it was removed to its present place in the centre of the Green to make way for the jubilee statue of Queen Vic-



THE HIGH CROSS, COLLEGE GREEN, 1908.



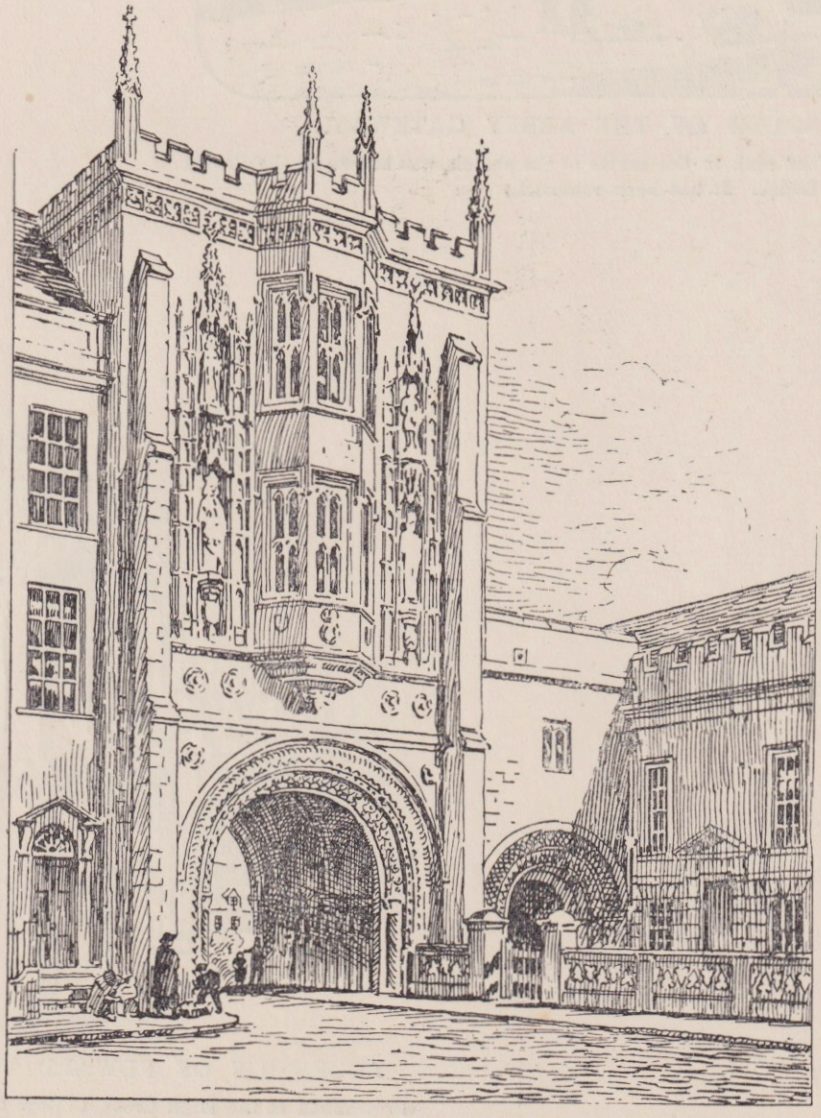
RESTORED ABBEY GATEWAY, FROM COLLEGE GREEN.

PARK STREET VIADUCT, OVER FROG LANE, 1908.

toria. The foundation of the Cross, on the occasion of this transfer, was laid by Sir R. H. Symes.

Those who regret the loss of a relic associated with events in Bristol's early history may derive some consolation from the knowledge that the original Cross has been preserved with jealous care by its Wiltshire owners. In 1896 Mr Charles E. Ponting, F.S.A., contributed a paper on the subject to the proceedings of the Clifton Antiquarian Club, the repair of the Cross having then been carried out under his superintendence. The anxiety for its safety displayed by Mr Henry Hoare, when he erected the Cross at Stourhead in 1766, led to the introduction of iron dowels, cramps, and tie rods, to strengthen the structure. In course of time the oxidisation of the metal fractured the stone, and this, combined with the damage done by a falling tree, rendered the condition of the fabric perilous. At this juncture Sir H. H. A. Hoare succeeded to the Stourhead estate, and, upon his instructions, the upper part of the structure was rebuilt. This was done, "stone for stone as it originally existed, and the remainder carefully repaired." This work was finished in January, 1895. The Cross was originally erected in 1373, at the intersection of High, Broad, Corn, and Wine Streets, to commemorate the important charter granted the burgesses by Edward III. Under this ancient deed, Bristol was detached from Somersetshire and Gloucestershire, and became a county of itself, and a number of privileges were granted to it. The Boundary Commissioners who had, as a result, to map out the area of the borough, specified, in their report, that its jurisdiction extended down the Channel to the Holmes. The figures of Kings placed in niches in the Cross were probably intended to recognise the conferring of other royal favours.

COLLEGE GREEN, BEFORE THE ERECTION OF THE ROYAL HOTEL.

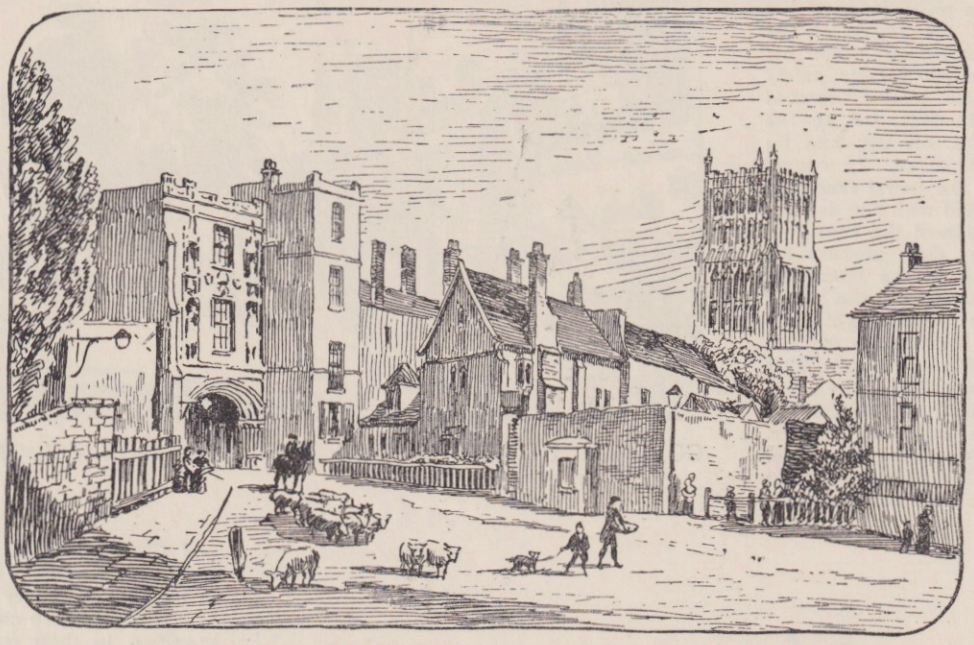


ABBEY GATEWAY, FROM AN OLD ENGRAVING.

(The Precentor's House, on the left, and Deanery, on the right, have since been removed.)

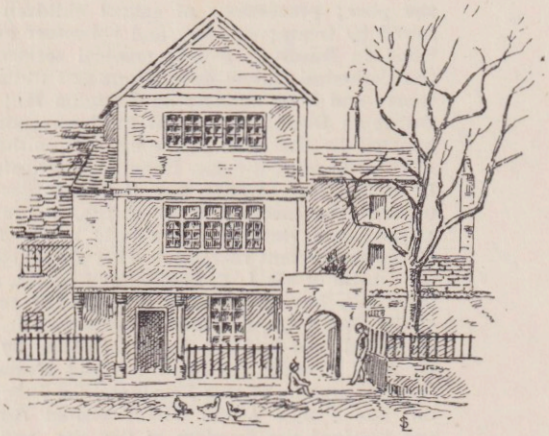
QUEEN VICTORIA'S JUBILEE.

The completion of fifty years' reign by her Majesty was celebrated in June, 1887, with great enthusiasm in Bristol. The proceedings extended over several days, and all classes of citizens participated in them. The service at the Cathedral is referred to by Mr Latimer as "a reunion quite unprecedented in Local Annals." The Mayor (Sir George Edwards), Council, Magistrates, Incorporation of the Poor, members of the Merchants' Society, the Clergy, about sixty Ministers of various denominations, and citizens of all shades of religious belief, joined in the thanksgiving for a reign which had been attended with so many blessings to the country. There were entertainments for the poor; processions of school children followed by treats; military and volunteer evolutions on Durdham Down; musical services at the Cathedral; street decorations and illuminations; and huge bonfires on Brandon Hill and Durdham Down. The local fund was not exhausted by the calls made upon it, although £2,000 was sent to the Imperial Institute in London. The balance was therefore devoted towards the erection of a statue, it having already been decided this should be the form of the permanent memorial. This was carved at the studio of Sir J. S. Boehm, at Chelsea, and, the Cross having been removed to the centre of the Green, the foundation stone for the new memorial was laid on June 1st, 1888, by Mr W. A. F. Powell, the Deputy Grand Master of the Freemasons of this Province. On July 25th the late Prince Albert Victor visited Bristol, and received the freedom of the city, and unveiled the statue. He was the guest of the Mayor, Mr Charles Wathen, at the Mansion House, and his host was knighted shortly after. The completion by the Queen of sixty years' reign was also the signal for great jubilee rejoicings in Bristol. The illuminations on that

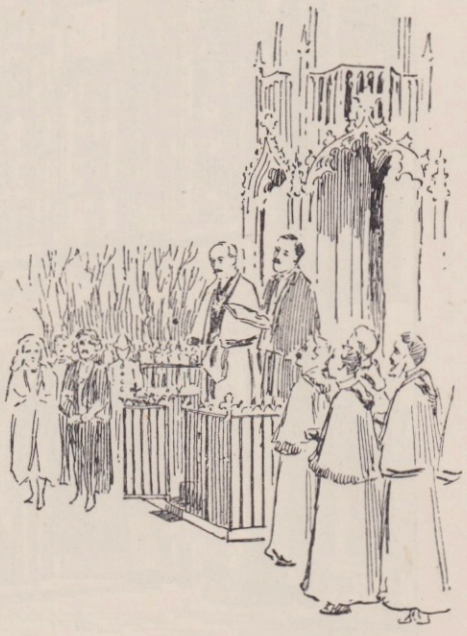


OLD VIEW, SOUTH OF THE ABBEY GATEWAY.

(The building with the high-pitched roof, in the centre of the sketch, was known as the Priory Lodge. It has been removed.)



HOUSE, LOWER COLLEGE GREEN; SKETCHED 1888.



ACCESSION OF EDWARD VII.

(Proclaimed at the High Cross, College Green.)

occasion "exceeded in splendour everything hitherto attempted in the city, the introduction of the electric light adding greatly to the brilliancy of the display." Bristol's memorial of the "Diamond Jubilee" is found in the Queen Victoria Jubilee Convalescent Home on Durdham Down, which Her Majesty in 1899 came to Bristol to open.

College Green was in former days one of the most popular promenades of Bristolians. To-day the Downs, and other public parks, attract a larger share of attention, the electric cars having overcome the difficulties of distance which formerly kept people nearer their homes. College Green is, however, well cared for. The approach from St. Augustine's Bridge has been considerably widened by the cutting back of St. Augustine's Churchyard.

The Lower Green has also been materially affected by the comparatively recent development of Canons Marsh for dock purposes. Its southern side has been pulled down. Trinity Street, as former generations knew it, no longer exists; one side has disappeared altogether, and on the other only one of the old houses has survived. A broad flight of steps now borders the neatly laid out Cathedral lawn, and affords communication between College Green and the modern thoroughfare, Anchor Road.

COLLEGE PLACE, COLLEGE GREEN, 1908.

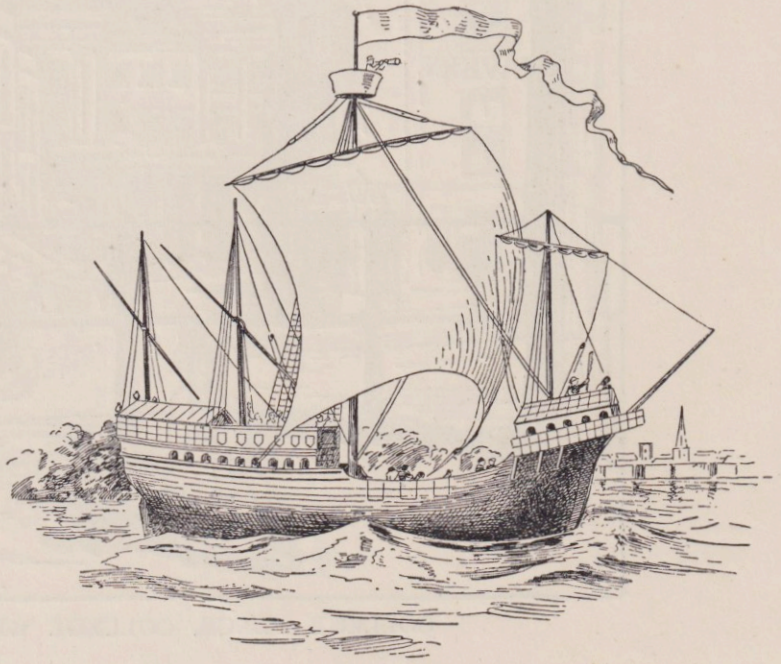
THE PORT OF BRISTOL: THE CITY DOCKS.

Bristol stands in a unique position with regard to its docks. It is the only great port in this country where the ownership, management, and financing of a huge and complex business of this character rest solely on municipal representatives, and in which the general body of ratepayers may be regarded as shareholders in a huge enterprise without the saving clause given by the word "limited" in the registration of joint stock companies. To understand how such conditions have arisen, it is necessary to extend the survey much further back than 1858, and, when that is done, it is discovered that the present civic responsibilities are the outcome of evolutionary processes from which the city's representatives have often, but vainly, tried to escape.

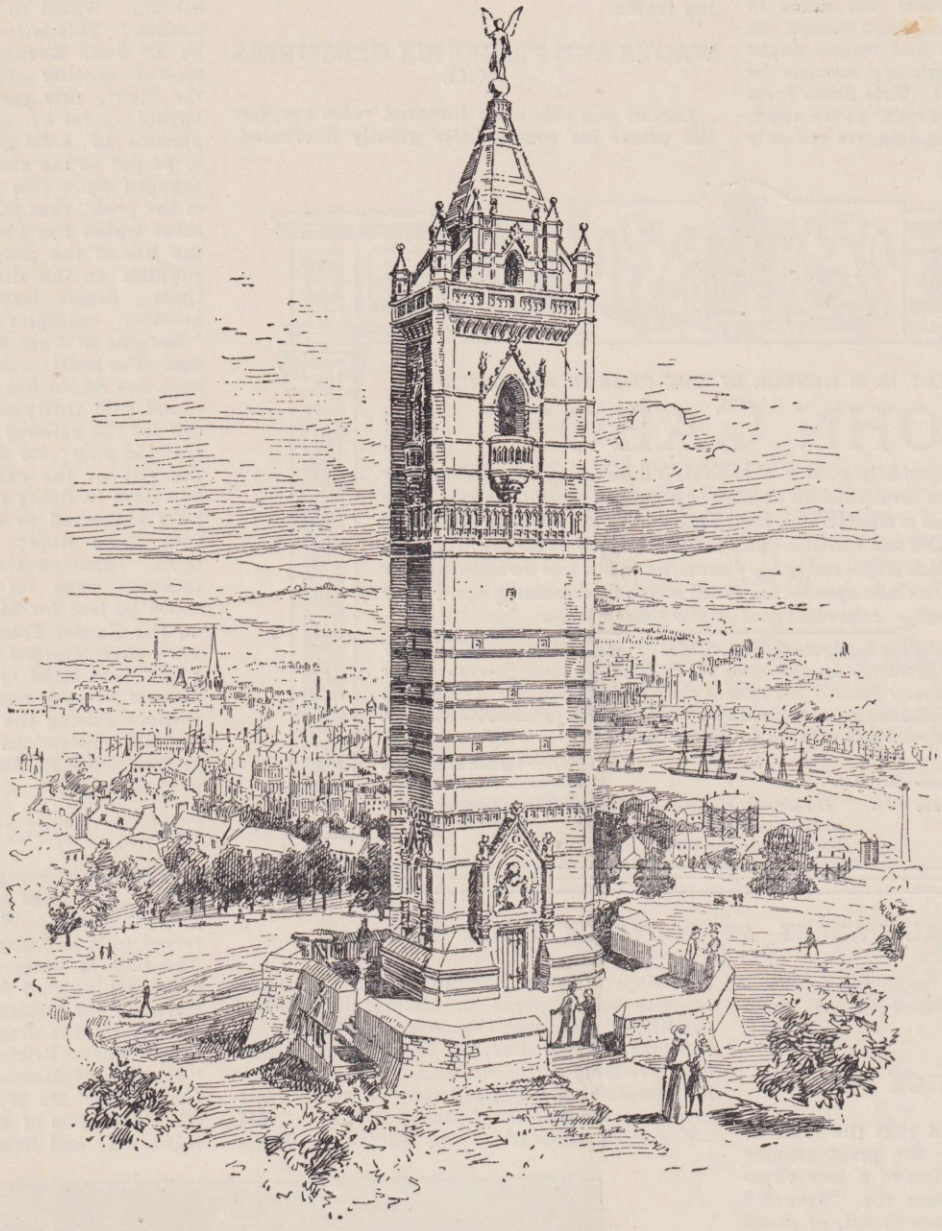
REDCLIFF CHURCH, AND PRIMITIVE DOCK SHEDS ON WELSH BACK; FROM A PRINT OF 1816.

Historians are not agreed as to the time or manner in which Bristol began its existence, but it is safe to conjecture that its origin was closely associated with its two rivers, the Avon and the Froom, and there is no need to labour the argument that its development has been inseparable from its position as a port. The histories of the city and of the port are so linked that to a large extent the story of the one is the story of the other, and in these twin phases of its being, it presents the picture of the slow evolution from primitive conditions of human existence to the highly organised life of to-day. Imagination can conjure up the far distant period when barbaric Britons navigated the Bristol rivers in their light coracles, and the kaleidoscopic review so commenced may include mental visions of the Saxon warriors striving to obtain a landing at the Avon mouth from the vessels of their day; of tiny craft like the Matthew venturing forth to brave the dangers of the unknown ocean; of stout merchantmen engaged in a wealth-bringing commerce; of privateers more bold than scrupulous; and of trim ships of the line not only moored in the Bristol harbour, but also built by Bristol shipwrights, famous for their skill and knowledge. Such a mental retrospect would include the curious little Great Western steamship—as she appears to us to-day—the pioneer of the noble fleet of steamers now engaged in Atlantic commerce; the Great Britain—the premature representative of modern types—and the Royal ceremony by which she was launched on her eventful career. It would embrace much calculated to awaken in a Bristolian a patriotic pride at association with a city which has played so prominent a part in English history; and, although it would reveal aspects of old world character not invariably pleasant to contemplate—an indifference to human suffering, and an eagerness to trade in humanity—it is some consolation to reflect that our forefathers were not alone in this respect; good men, as they were accounted in those days, engaged without compunction in practices which were abandoned by a later and more humane generation. Such a rapid glance over the past would bring to the mind's eye many examples of bold enterprise and of persistent endeavour worthy of the imitation of any generation; it would show, too, how much has been lost by opportunities neglected; it would illustrate strikingly the truth of the old aphorism that "unity is strength," and would happily have at its close an awakening so marked that in all parts of the country it has been recognised. This has been the outcome of a growth of public spirit full of the happiest auguries for the future. The most rapid glance over the centuries that have gone brings to the eye a crowd of facts full of interest, but the field is so large that it is possible only to dwell on some of the more conspicuous features.

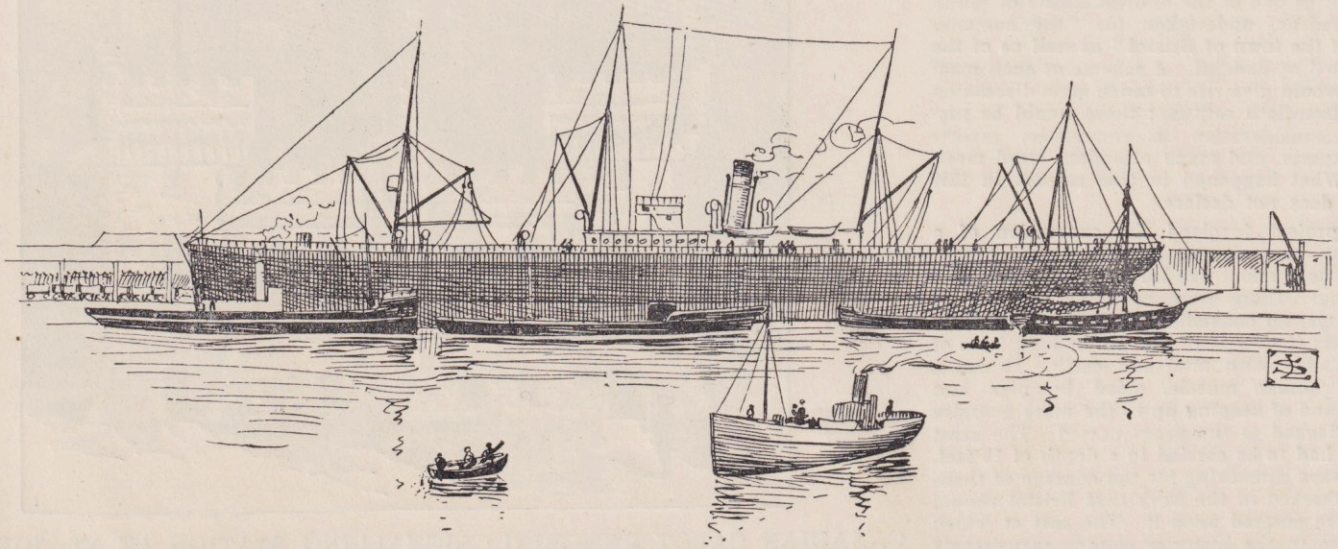
Of the factors which have contributed to make Bristol famous in the past, the chief is due to Nature. With a magnificent geographical inland position was coupled a haven well suited to the small craft of bygone centuries. This was recognised by many, and writer after writer helped to make known the port's advantages. In a Latin manuscript as far back as 1141, Gesta Stephani described the town as being "by the very situation of the place, the best defended of all the cities of England," and then paid a tribute to its commercial possibilities. "Moreover," he said, "a quick and strong tide ebbing and flowing abundantly, night and day, causes the rivers on both sides of the city to run back upon themselves into a wide and deep sea; and, forming a port very fit and safe for a thousand vessels, it binds the circuit of the city so nearly and so closely, that the whole city seems to swim on the water and sit on its banks." That the city, thus early, figured prominently in national affairs, is indicated by writers on behalf of Stephen, who, with mixed metaphor, referred to Bristol as "the volcano whence the kingdom was deluged with fire and sword." Stephen attempted to take Bristol, without success, but the campaign produced a



SHIP OF THE CABOT PERIOD.

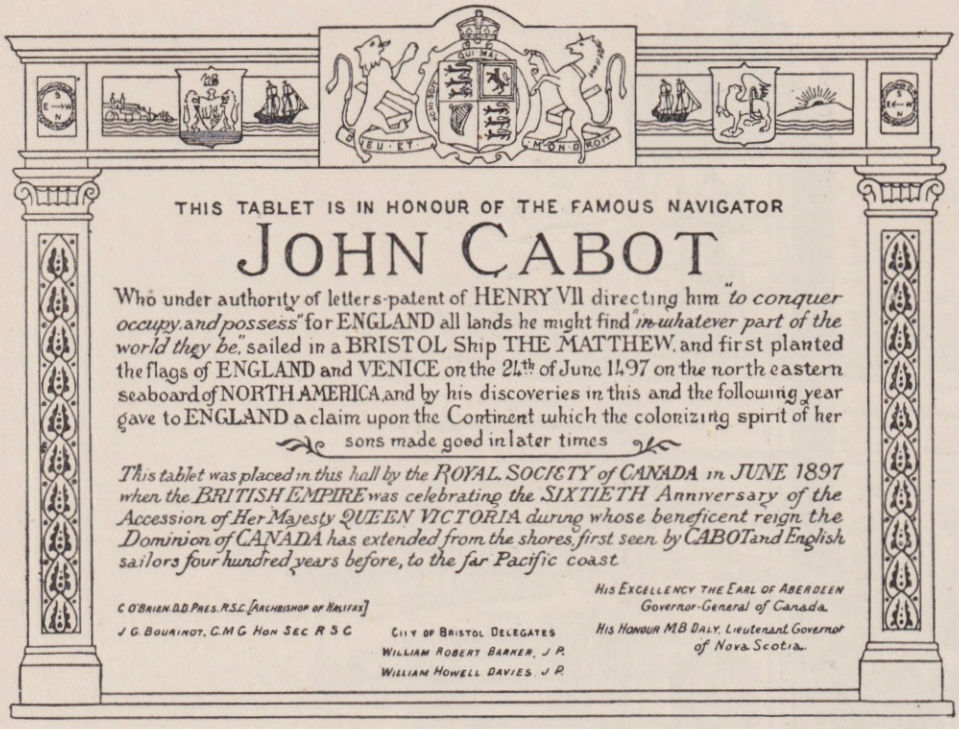


BRISTOL'S MEMORIAL; CABOT TOWER, BRANDON HILL; ERECTED 1897.



THE ENGLISHMAN (DOMINION COMPANY), ONE OF THE STEAMERS REGULARLY TRADING TO CANADA.

suggestion that strongly impresses itself upon the imagination. The proposal was made to construct a dam across the Avon Gorge, so that the waters of the Avon and Froom might find no egress, and the resisting citizens be forced to capitulate by floods. This novel form of ordeal by water was, however, never tried, and, in default of engineering data, we can only speculate how high the impounded waters would have risen before finding another route to the sea.



CABOT MEMORIAL TABLET AT PROVINCE HALL, HALIFAX.

BRISTOL'S FIRST DOCK SCHEME.

It can scarcely be doubted that the fame of the port was increased by the great scheme begun about 1239—the creation of a new channel for the Froom by cutting the "Trench" from the vicinity of Christmas Street, or Stone Bridge, to the tidal Avon. The language in which Henry III. enjoined the men of Redcliff to assist in that undertaking shows its motive was the "bettering of the port." It may be regarded as one of the earliest efforts of municipal trading, undertaken for "the common profit of the town of Bristol" as well as of the "suburb" of Redcliff. A scheme of such magnitude would give rise to much civic discussion in the twentieth century; there would be prolonged consideration in committee, reports from experts, and many attendant ward meetings. What happened in this respect in 1239 history does not declare.

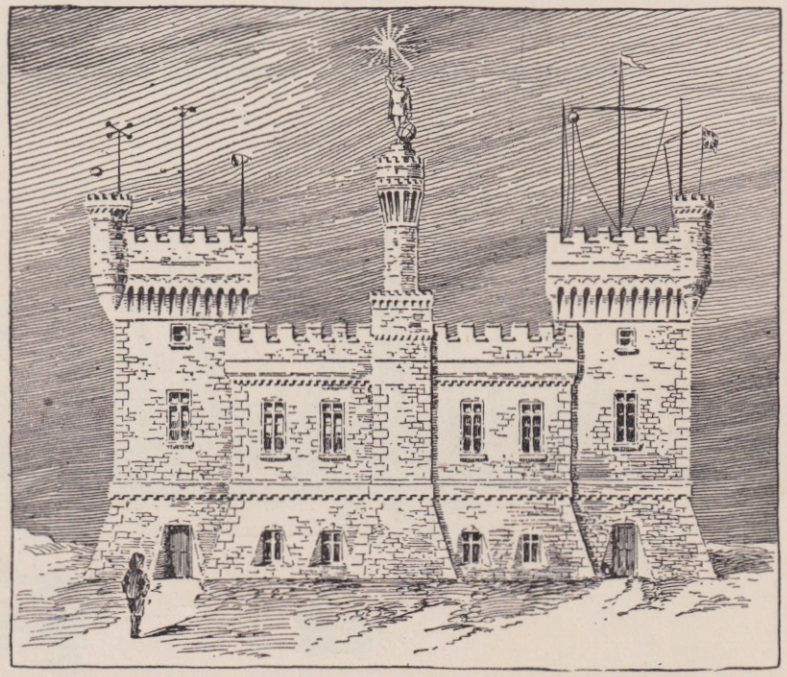
The project involved the excavation of a waterway deep enough for the ships of that time. The channel was 120 feet broad, and 2,400 feet long. There were no steam diggers in those days, no convenient little locomotives to haul from the scene of operations long lines of trucks laden with mud and earth. It was a case of human muscle, aided by pick and shovel, and of keeping up to the mark energies which flagged as the years passed. The great Trench had to be carried to a depth of 18 feet, and it says something for the courage of those who embarked in the work that Bristol should ever have entered upon it. The cost at which it figures in the histories sounds surprisingly small. £5,000 would to-day scarcely suffice to erect a quay-side shed to accommodate increasing traffic.

WAGES AND PRICES SIX CENTURIES AGO.

Labour was cheap six hundred years ago, but the prices for commodities greatly fluctuated. Nowadays transit facilities and telegraphs exercise an influence in maintaining average conditions unknown by our forefathers. A shortage of the harvest in England makes comparatively little difference in the charge for wheat, and, happily, twentieth century history contains no such passages as this:—"1256.—A famine throughout the Kingdom. People often fought for the carcases of dogs and other carrion. Wheat in Bristol sixteen shillings a bushel." This is from the chronological record by Mr John Evans, and with it may be contrasted another entry:—"1336.—So great was the plenty this year, that wheat was at 3d a bushel; a fat ox, 6s 8d; a fat sheep, 7d; six pigeons. 1d; a fat goose, 2d; a pig, 1d." It has to be put to the credit of the Bristol men who engaged upon this attempt for the "bettering of the port," that they were pioneers in a movement which has had an incalculable effect on the life of the people by placing the world's supplies at the disposal of those who need them. Before leaving the question of cost, however, examples may be given from the "Records of Cardiff," published several years ago. The construction of the thirteenth century dock for £5,000 has a new meaning when it is found that thirty-seven boards, bought at Cardiff for the gateway of the Grange-on-the-Moor, cost 15d only; 100 nails for the same, 4d; and the pay of the carpenter, who was occupied two days in doing the job, was 6d. Four men were employed to repair walls, and the work took three days; the whole bill amounted to 4s. Threepence a day seems to have been a common wage for skilled men; watchmen could be had for 2d. Spade labourers engaged on the Bristol Trench works launched in 1239 were, therefore, not likely to have received high wages, and at 2d or 3d a day per head a great amount of work could have been accomplished without raising the total bill to alarming proportions. Operations were begun by opening the ground below St. Augustine's Church, and occupied eight years.

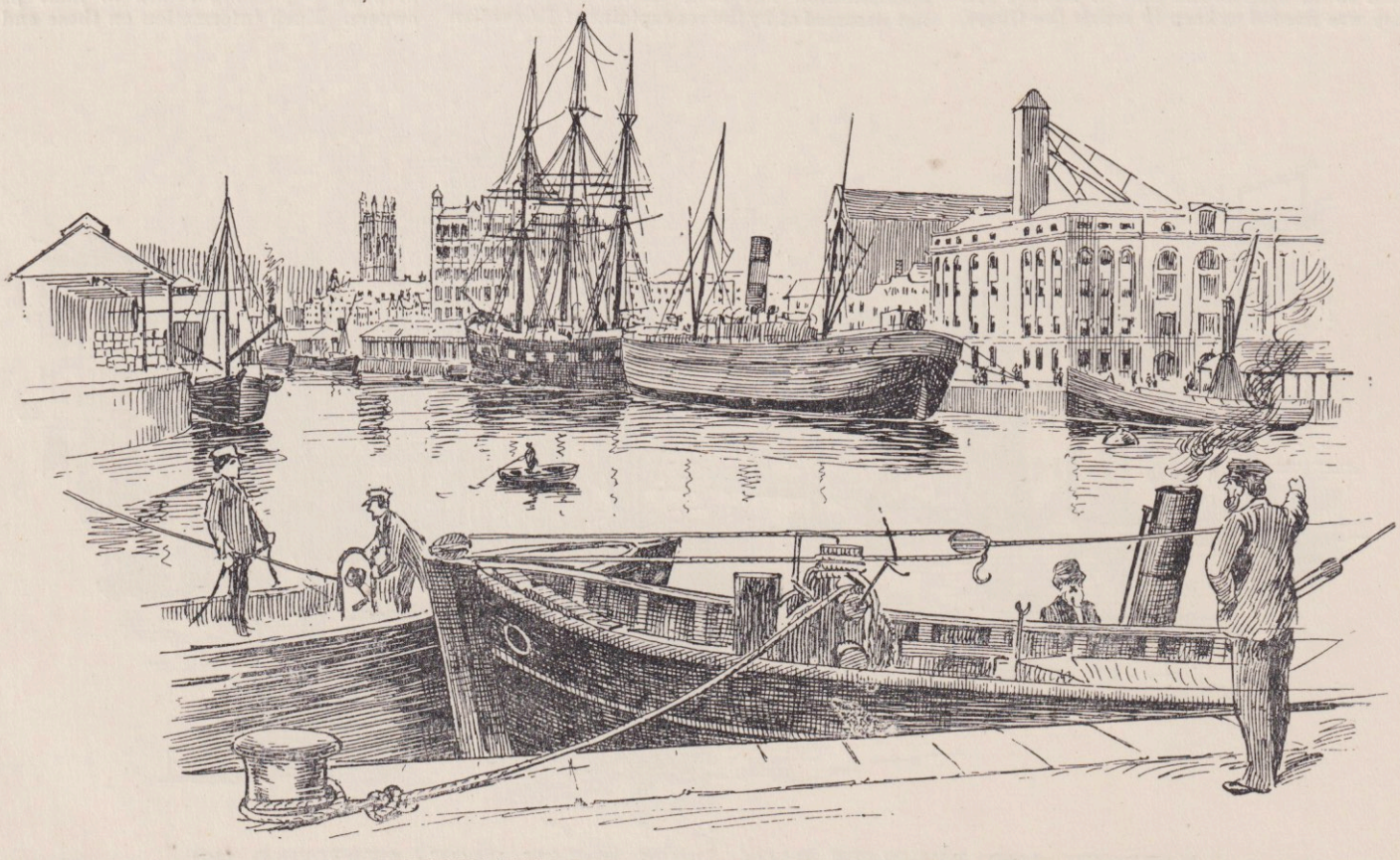
EARLY BUSINESS AND FINANCE.

Prior to the completion of the new channel, Bristol had become renowned for its shipping business. William of Malmesbury referred to it as being, during the reign of John (the first 16 years of the thirteenth century), a flourishing port for ships from Ireland, Norway, and for foreign ports. Goods were landed usually on the Back and at St. Mary-le-Port, above where Bristol Bridge stands. In his "History of Merchant Shipping and Ancient Commerce," Mr W. S. Lindsay gives a list of the chief ports of England during the reign of Edward I., and Bristol was, of course, included



CANADIAN CABOT MEMORIAL; SIGNALLING STATION AT ST. JOHN'S, NEWFOUNDLAND.

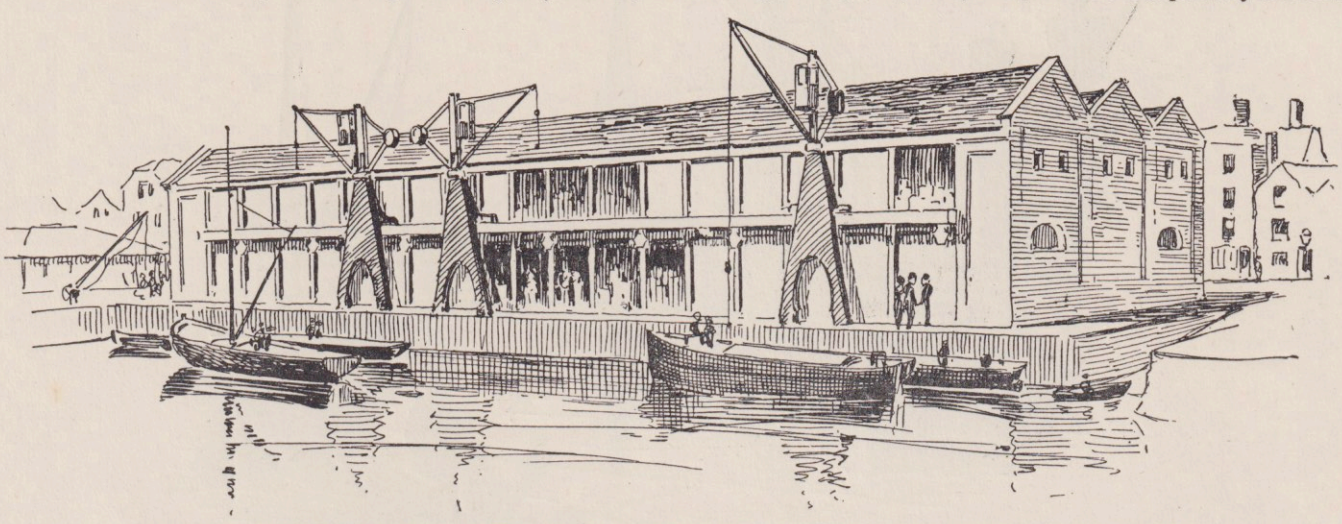
REDCLIFF CHURCH, AND HYDRAULIC CRANES ON THE GROVE, 1908.



FLOATING HARBOUR IN 1908; WHERE THE THIRTEENTH CENTURY FROOM CHANNEL JOINS THE AVON.

among the number. The honour is somewhat discounted by the mention of a surprising number of places which to-day are never considered in connection with shipping subjects. Southampton and Cardiff both have a place in the list, but Liverpool was not, at the beginning of the fourteenth century, sufficiently prominent to be included. It continued, in fact, to be ranked as a village attached to the parish of Walton until a much later date. In making their new waterway, the merchants of Bristol congratulated themselves on the prospect of securing what Leland calls a "softe and wholy harborow for grate ships," and although within the present generation it has been deemed expedient to cover over a considerable part of the channel constructed with so much labour, it for more than 600 years was used for the business of the port, and part of it, much improved in capacity and equipment, is still of great service.

Questions of dock finance had to be considered as far back as the time of Edward III. Money was needed to keep in repair the Quays, and the monarch granted an "aid" in a delightfully simple way—viz., by authorising a toll of a penny or twopence to be levied upon all ships and boats laden with merchandise. A time limit was fixed for this concession, but in an altered form the principle is still applied. Other features connected with monetary matters engaged attention and sometimes caused friction. The Constable of the Castle kept his eye on imports, and upon fish cargoes regularly exacted a fee. There was also on some goods an outward charge on behalf of the Sovereign.

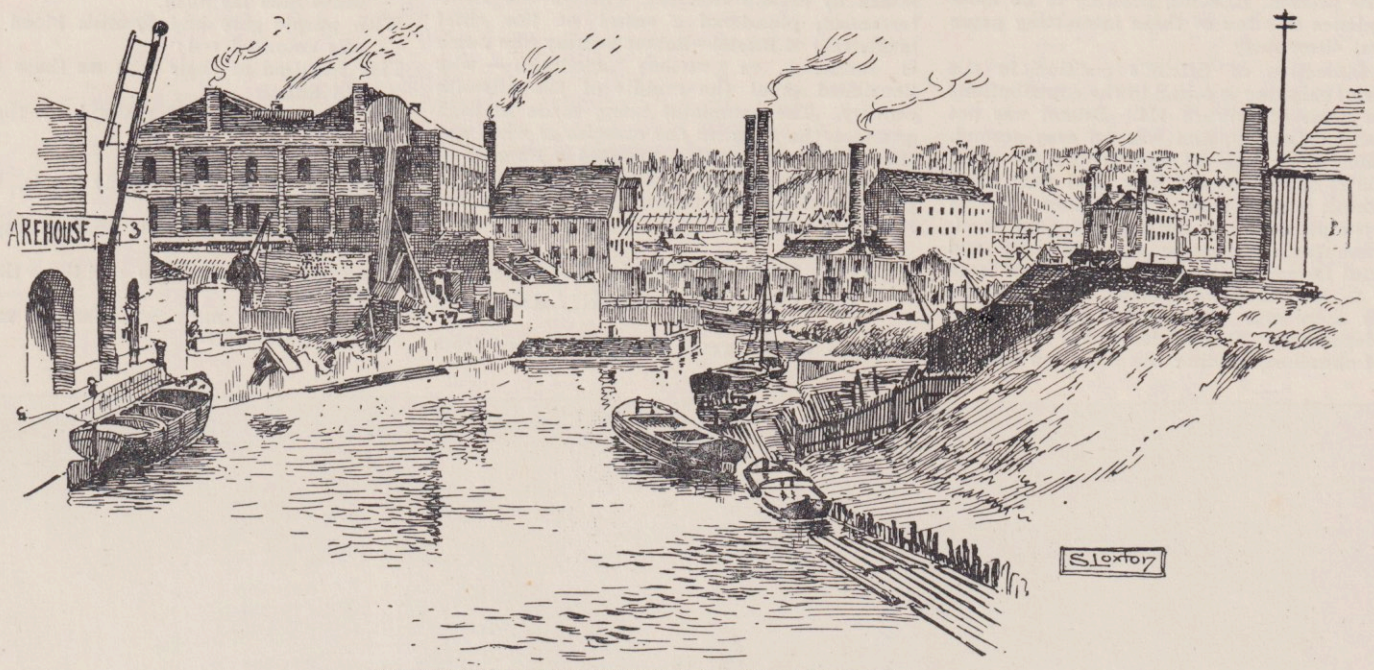


A CONTRAST WITH THE PAST. TRANSIT SHED ON THE GROVE, 1908.

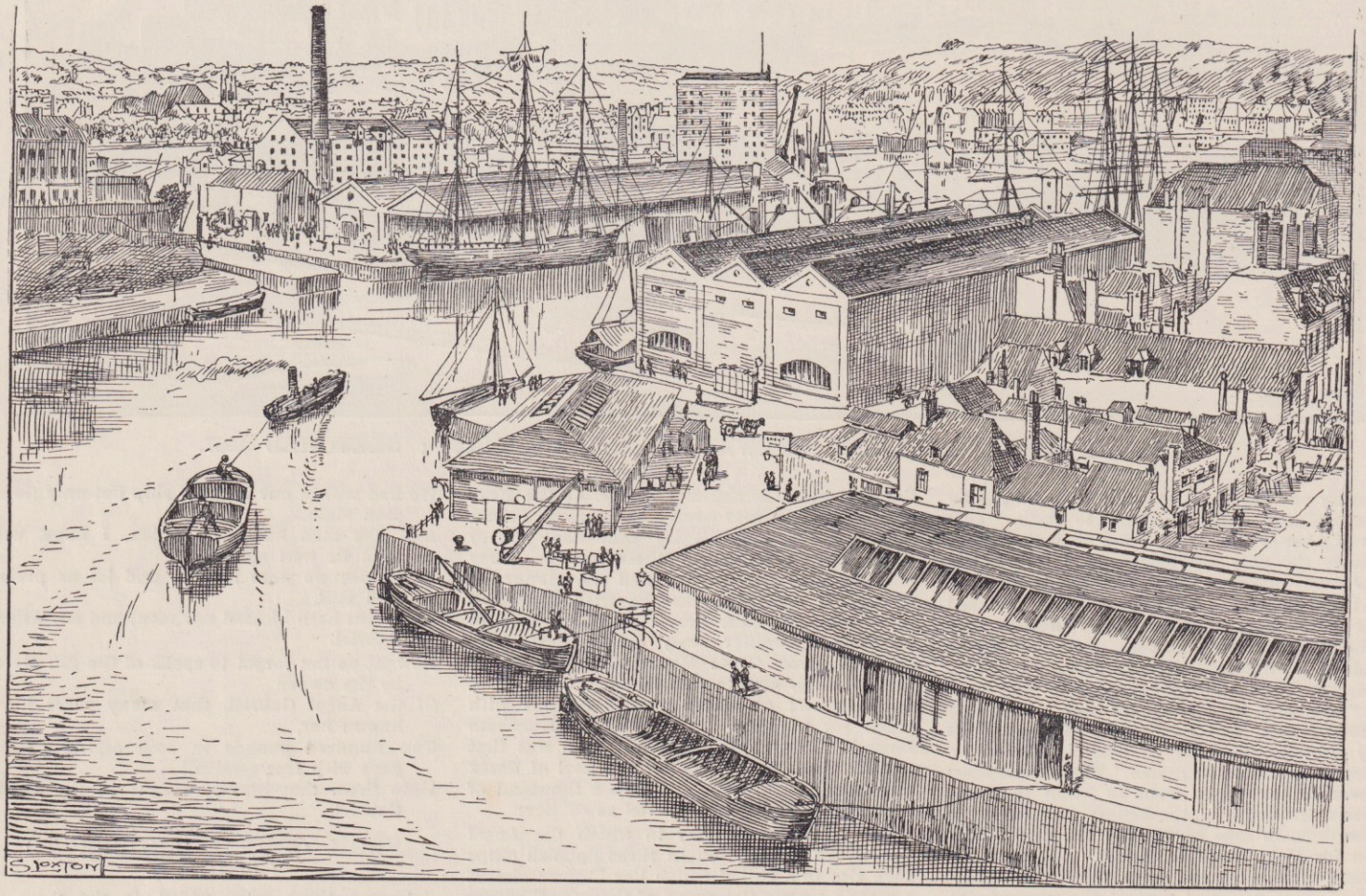
"THE KING'S ENEMIES."

In the "good old days," the distinction between a naval ship and one primarily intended for the merchant service was not so marked as it is now. We still equip some of the magnificent ocean greyhounds so that they might be utilised as fast cruisers in time of need, but, in the designing of men-o'-war, specialisation has been carried to an extent not dreamed of by the sea captains of Edwardian or Elizabethan periods. The old sea stories that have thrilled many a reader abound in tales of valour often against overwhelming odds. To the seemingly endless international complications of days when The Hague Tribunal was as distant from human ken as steam turbines, high explosives, and hundred-ton guns, were added the perils from pirates and privateers. Just before Nelson had placed beyond question the supremacy of British power at sea, the risks to maritime commerce were such that passengers as well as crews had to be ready to take their part in the fray should an attack take place. It was in no spirit of levity that the announcement was made that no Quakers would be carried. A policy of non-resistance did not commend itself to that age. A mere glimpse of a past such as this, helps us to understand some of the most striking incidents in Bristol's history—occasions when its ships were sent forth to do battle with the nation's enemies, and in the privateering period to bring a pleasing return to their patriotic owners. Much information on these and other

HARBOUR AND REDCLIFF BACK, FROM WELSH BACK; SKETCHED 1904.



RIVERSIDE INDUSTRIES, ST. PHILIP'S.



THE GROVE AND HARBOUR; A BIRD'S-EYE VIEW FROM REDCLIFF BACK, 1907.

branches of the subject is given in "The History of the Port of Bristol," published a quarter of a century ago by Messrs W. N. Reid and W. E. Hicks. In a more general review like the present, it is not possible to do more than glance at a few of these interesting pages in local chronology.

An indication of Bristol's position in the matter of shipping is found in the contributions to the fleets of Edward III. Bristol was not far behind London, and was an easy second. The Metropolis sent 25 vessels and 662 men, Bristol 23 ships and 608 men, and next came Weymouth with 20 ships and 204 men. In this reign the prosperity of the city increased, woollen manufacture became an important and powerful industry; the records show that large loans to the King were made, and with the wealth there was a good deal of energy in new departures. One evidence was the building of churches, another the attention paid to clearing out the Avon, so that there might be uninterrupted water carriage to Bath. This was of even greater importance then than now, because the only alternative, land travel, was over roads often well-nigh impassable.

At a little later period, proof was furnished that the dangers from the King's enemies were not confined to the high seas. Complaints were made in Parliament between 1430 and 1431 of Welshmen and ill-disposed persons who used to "assemble in manner of war," and stop "trows, boats, and floats, or drags, on their way with merchandise to Bristol, Gloucester, Worcester, and other places." These marauders appear to have been wont to "hew in pieces these craft and beat the sailors with intent to force them to hire boats from the said Welshmen for great sums of money." An Act was passed which does not seem to have contained any effective restraint against the wrong-doers. At a subsequent period there was apparently a claim made by some to levy dues on vessels passing up the Severn; a measure of 1503-4 abolished all such charges.

Vigorous action, however, resulted from an attack by certain Genoese, who, in the Mediterranean, plundered a vessel of the chief magistrate of Bristol—Robert Sturmy (the name is rendered in various spellings) — who flourished about the middle of the fifteenth century. The complaint being made in high quarters, the King, in the exercise of what was then considered justice, arrested a number of Genoese merchants in London and made them pay over the £6,000 needed to settle with the indignant ex-mayor.

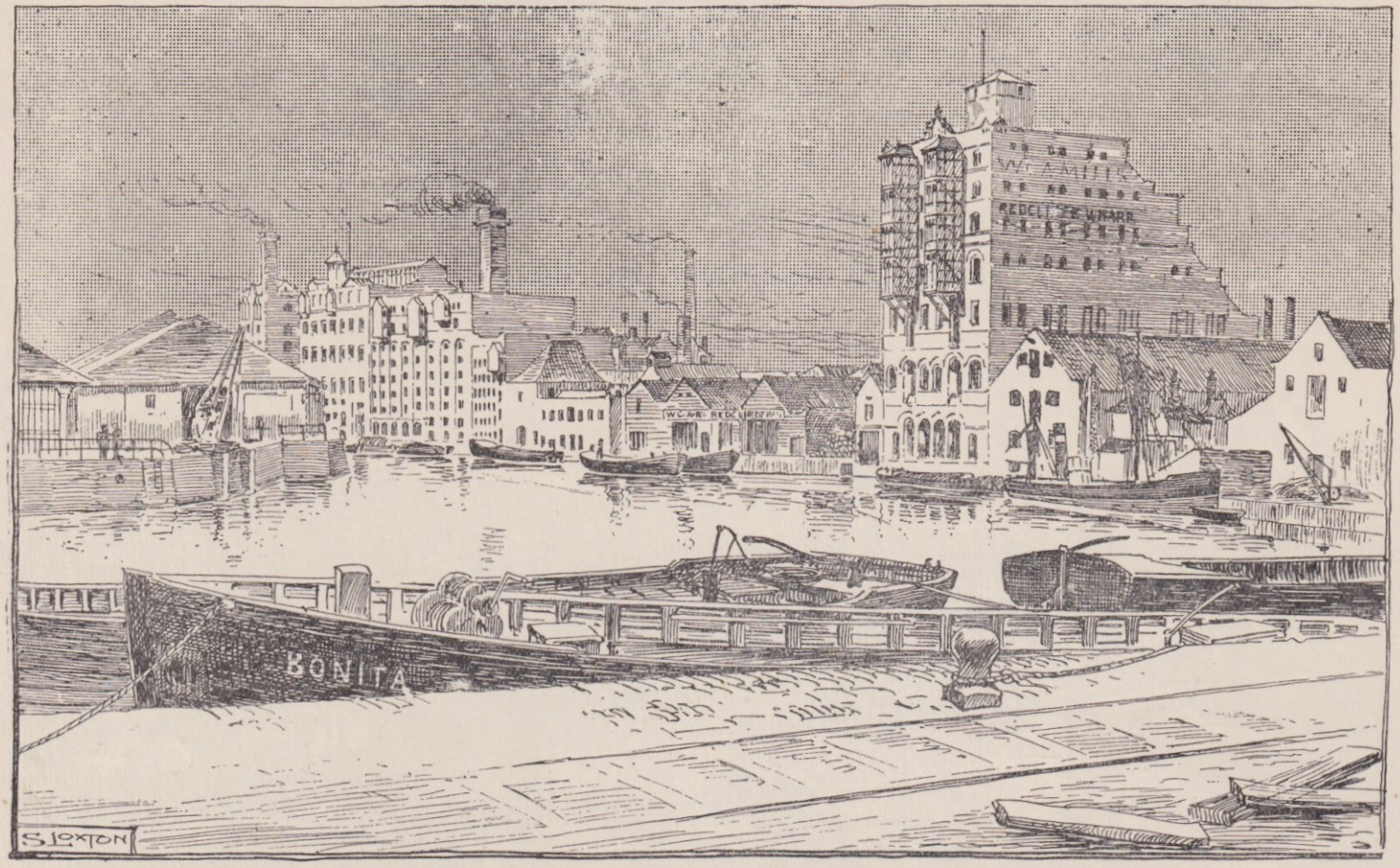
HOW THE 'ANGEL GABRIEL' FOUGHT THE SPANIARDS.

Bristol vessels again and again sailed from the port upon the national service. At the siege of Boulogne in 1545 twelve ships from Bristol made such gallant display that when Henry VIII. arrived he asked their names. They bore those of the owners, and the Monarch's traditional reply was that he wished he had more such Thornes, Pratts, and Gourneys in his land. Another story recites how John Hopkins, three times Mayor of Bristol, "sett forth a ship, and in person went captaine to Cales action; at whose returne he was with much joy mett by the citizens on Durdham Down." The expedition referred to was that against Cadiz in 1595, under the Earl of Essex and Admiral Howard, in which a thousand of the nobility and gentry served as soldiers.

One famous encounter in which the Angel Gabriel, of Bristol, fought three Spanish ships gave rise to a ballad which has become almost a classic among the songs of the sea. Whether there is any poetic licence in the vigorous description may be left to private judgment. The four concluding verses are appended:—

Seven hours this fight continued, and many brave men lay dead,
With purple gore and Spanish blood the sea was coloured red;
Five hundred of their men we there outright did kill,
And many more were maim'd by the Angel Gabriel.

They, seeing of these bloody spoils, the rest made haste away;
For why—they saw it was no boot any longer for to stay;
When they fled into Cales, and there they must lye still,
For they never more will dare to meet our Angel Gabriel!



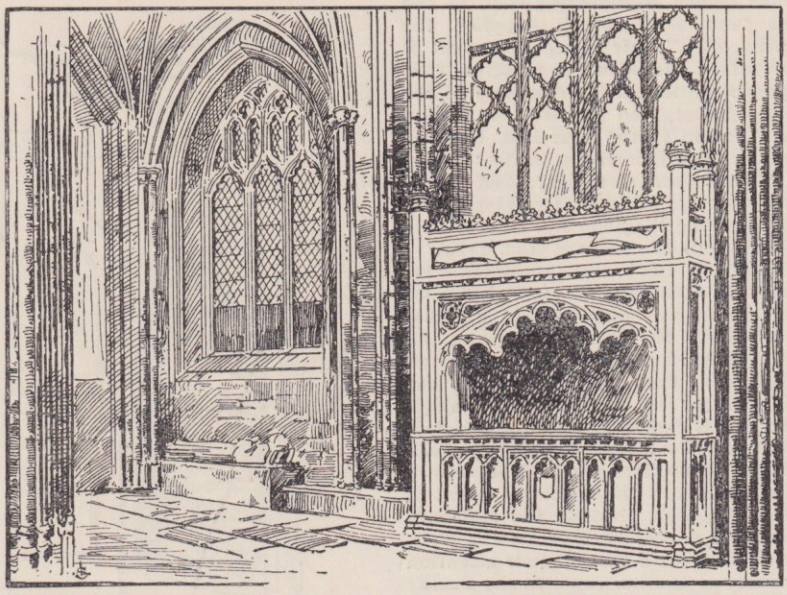
HARBOUR FROM MIDLAND RAILWAY WHARF, REDCLIFF; SKETCHED 1907.

We had within our English ship but only three men slain,
And five men hurt, the which, I hope, will soon be well again;
At Bristol we were landed, and let us praise God still,
That thus hath blessed our men, and our Angel Gabriel.
Now let us not forget to speak of the gift given by the owner
Of the Angel Gabriel, that many years have known her,
Two hundred pounds in coin and plate he gave with free goodwill
Unto them that bravely fought in the Angel Gabriel.

FROM COUNTING-HOUSE TO CLOISTER.

Among those who added to the fame of Bristol, William Canynge, jun., stands in the

forefront. He came from a family notable in local commercial circles of the period. His grandfather, who bore the same name, and is distinguished by being called "the elder," was six times mayor, and on several occasions was sent up to represent Bristol in Parliament. He



CANYNGE'S TOMB IN REDCLIFF CHURCH; SKETCHED 1891.

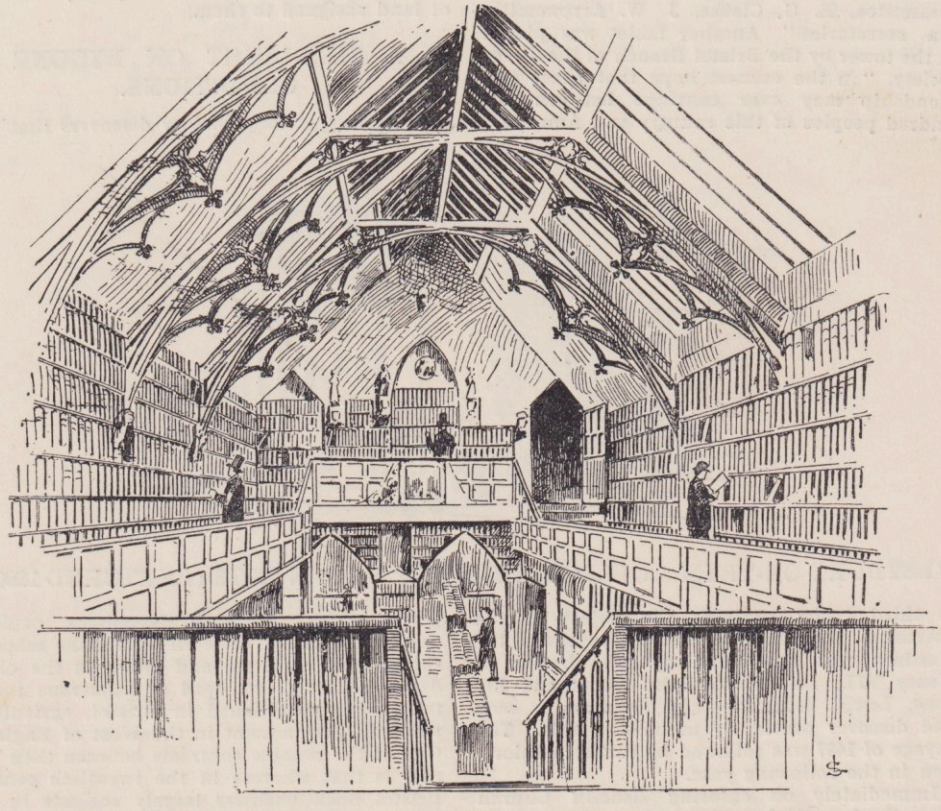
was a manufacturer of cloth, and sent his exports to foreign marts in his own ships. His grandson outshone the man after whom he was called, and became known through Northern Europe owing to the extent of his operations. His epitaph in Redcliff Church describes him as "ye richest marchant of ye town of Bristow," and adds, to a summary of his life, a list of his ships and their tonnage. Ten vessels are named—Mary "Canings," 400 tons; Mary Redcliff, 500; Mary and John, 900; the Galliot, 50; Katherine, 140; Mary Batt, 220; Little Nicholas, 140; Margaret, 200; Catherine Boston, 22; "A Ship in Ireland," 100. To-day the tonnages suggest coasting craft; one of the larger steamers lying at a modern wharf of the Floating Harbour would carry more cargo than the whole of this fifteenth century fleet. Yet then a 900-ton ship was so rare that some have doubted the correctness of the figures. There is, however, no serious reason to think it a mistake, and Mr Capper in "The Port and Trade of London," has quoted the suggestion that the Mary and John was built in the Baltic, and mentioned that the King of Sweden owned a vessel of a thousand tons burden at this period. Comparatively small although they were, the sturdy vessels of the Canynge fleet helped to spread the renown of Bristol and to stimulate a spirit of enterprise in others. From counting-house Canynge turned to the cloister. His epitaph tells how he entered the priesthood, and afterwards became "deane of Westbury," where he built a college, maintaining 800 handy crafts men, besides carpenters and masons, every day 100 men."

Canynge House, in Redcliff Street, was for a time the headquarters of Messrs Jefferies, and the Canynge Chapel was used as a book store. The sketch shows that stage in its history. Much damage was done by a fire of ten years earlier, but the roof was preserved.

CABOT'S MOMENTOUS DISCOVERY.

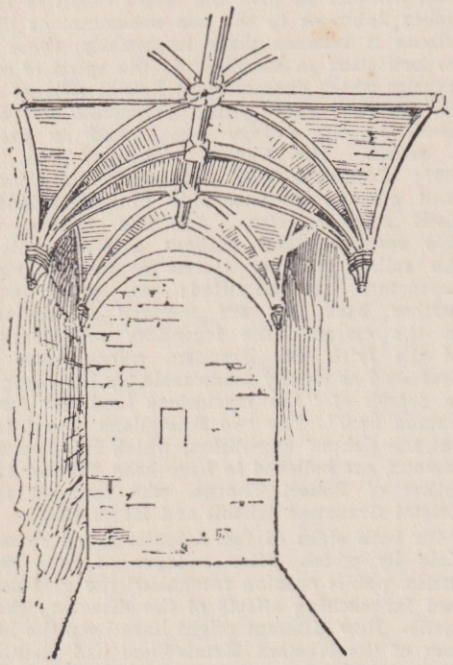
Towards the end of the fifteenth century there occurred another notable event which stands out prominently in the vista—the famous voyage which resulted in the discovery of North America by John Cabot and his crew on the Matthew. Bristol was in the habit for a long period of giving the major credit for this effort to Sebastian Cabot, and it was not unnatural it should have been so, seeing that the son of the veteran voyager was formerly regarded as a Bristolian. Upon the parapet of St. Augustine's Bridge may be seen a tablet with the following inscription: "From this port sailed John Cabot and his son Sebastian (who was born in Bristol) in the ship Matthew, A.D. 1497, and discovered the Continent of America." This was placed in its present position only a few years ago, but in the short period that has intervened a great amount of attention has been paid to the Cabots and their work; Sebastian has proved almost as fruitful a source of controversy as the Bristol boy-poet, Chatterton, and there are probably not many persons to-day who would pledge themselves to the historical accuracy of the declaration that the subject of discussion was a native of Bristol. Another oft repeated statement is that Sebastian was one of the Merchant Venturers of Bristol, but this is clearly due to mixing up a similarly named London organisation and the famous Bristol Guild, with which there is no proof the Cabots had any association. Cabot, however, is by common consent the name with which has to be associated the discovery of the great Continent to the West of the Atlantic, and, whether we give the major credit to the father John, or to the son Sebastian, or distribute it between them impartially, there is no hesitation in ascribing to the spirit of enterprise which characterised Bristol citizens in the fifteenth century the projection and expense of the voyage which had so great a result. The Cabots' discovery was in 1497; Columbus did not reach the main land on the western side of the Atlantic until a year later, and the Cabots, in this respect, stand without a rival, unless the rather shadowy claims of Scandinavian navigators are admitted; or, going still further back, we are inclined to include in the category the legendary achievement of the Irish St. Brendan, whose name is described as chiefly memorable for his voyages in search of "the mysterious land, far from human ken." The two Bristolians who fitted out the Cabots' expedition, which has become famous, are believed to have been Thorne (the father of Robert Thorne, who founded the Bristol Grammar School) and Hugh Eliot.

On both sides of the Atlantic stand memorials by which, after a lapse of four centuries, public opinion recognised the greatness and far-reaching effects of the discovery then made. How different might have been the history of the Western Hemisphere had Spanish instead of British influence there obtained the ascendancy? The Brandon Hill site of the Bristol monument is a particularly good one for such a memorial, and from the lofty eminence of the gallery near the top of the tower a wonderfully fine panorama of scenery can be viewed. The ceremony of laying the foundation stone was performed on June 24th, 1897,



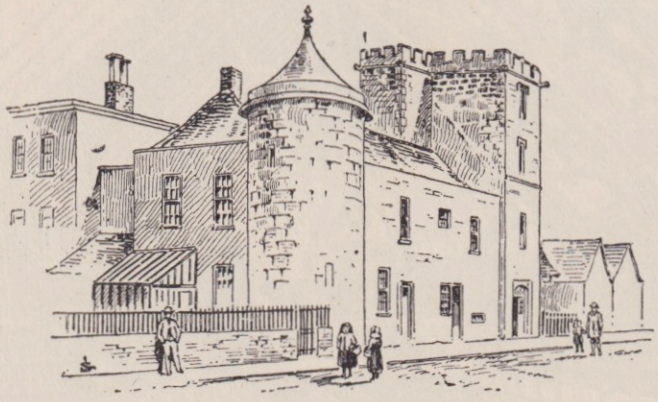
CANYNGE'S CHAPEL, REDCLIFF STREET; SKETCHED 1891.

exactly 400 years after the voyage to be commemorated, and while Bristol was thus doing justice to a notable incident in its own history, two of its representatives, Mr W. Howell Davies and Mr W. R. Barker, were on the opposite side of the ocean, taking part in a ceremony at Halifax, by which Canada was celebrating the same event. An inscription on one of the bronze tablets fixed to the Bristol memorial reads as follows:—"The foundation-



WESTBURY COLLEGE CLOISTER; SKETCHED 1890.

stone of this tower was laid by the Marquess of Dufferin and Ava on the 24th June, 1897, and the completed tower was opened by the same nobleman on the 6th September, 1898. — W. Howell Davies, Chairman of the Executive Committee, E. G. Clarke, J. W. Arrowsmith, hon. secretaries." Another tablet was placed on the tower by the Bristol Branch of the Peace Society, "in the earnest hope that peace and friendship may ever continue between the kindred peoples of this country and America."



WESTBURY-ON-TRYM COLLEGE, RE-BUILT BY CANYNGE; SKETCHED 1890.

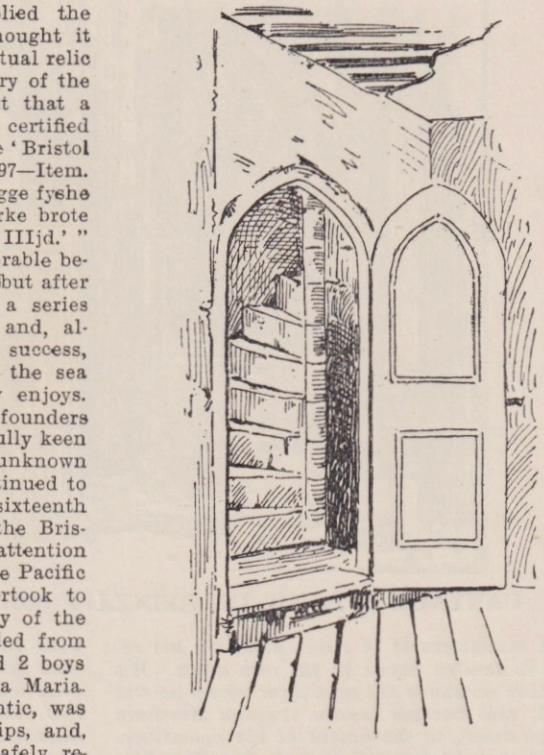
A third tablet explains the object of the memorial, and mentions that the voyage of the Matthew was sanctioned by the charter of Henry VII., authorising John Cabot and his sons, Lewis, Sebastian, and Sanctus, to seek and discover previously unknown lands. The voyage of 1497 was followed by further exploration in the following year.

Immediately on entering Redcliff Church from the beautiful north porch, a visitor, looking to the west, may notice in the aisle a huge bone supported by a corbel. During the Cabot memorial celebration in Bristol, Mr W. W. Hughes, in a pamphlet on the general subject, referred to this "large bone of a whale, which has been for years past the subject of a palpably absurd legend representing it to be the rib of the 'dun cow' which supplied the builders with milk." Mr Hughes thought it "highly probable" the bone was an actual relic of the voyage resulting in the discovery of the American Continent, and pointed out that a record was "extant in the year 1868, certified by Mr Tovey in a communication to the 'Bristol Observer' of that year, as under: '1497—Item. Paid for settynge upp ye bone of ye bigge fyshe and . . . (writing illegible) hys worke brote over seas, VId. For two rings of iron, IIIjd.' "

The voyage of 1497 has become memorable because it had such a momentous result, but after all the adventure was only one of a series animated by much the same spirit, and, although not rewarded with the same success, all contributing to that command of the sea which this country so pre-eminently enjoys. Both Robert and Nicholas Thorne, the founders of the Grammar School, were wonderfully keen in their desire to explore the then unknown parts of the world, and the spirit continued to energise Bristol people through the sixteenth century, into the seventeenth, when the Bristol Society of Merchants turned their attention to the discovery of another route to the Pacific Ocean. Captain Thomas James undertook to make an attempt to solve the mystery of the North-West Passage, and in 1631 sailed from Kingroad with a crew of 20 men and 2 boys on board his little ship, the Henrietta Maria. The gallant captain crossed the Atlantic, was met by ice, had considerable hardships, and, after a determined but vain effort, safely returned to Bristol. He was away for a year and a half. Bristolians also took an important part in the colonisation of North America, and Robert Aldworth and Giles Elbridge devised a scheme, not unlike the modern emigration system, by which every person conveyed by them to New England should have, on condition they remained for three years, 100 acres of land assigned to them.

A SIDE-LIGHT ON BYGONE CONDITIONS.

A student of local history discovers that im-



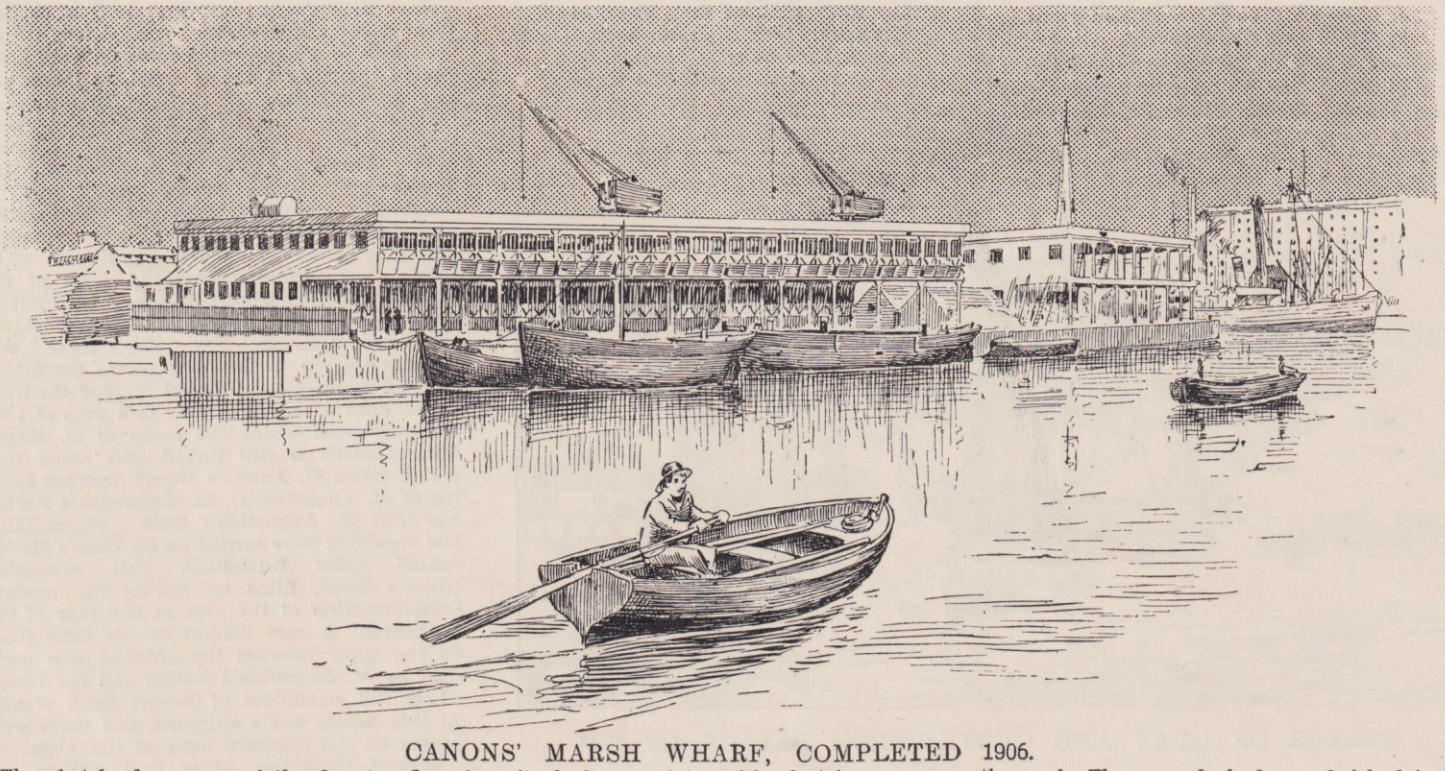
WESTBURY COLLEGE; STAIRCASE IN THE TOWER, 1890.

ports, exports, carrying passengers, exploration, and fighting, were all within the scope of shipowners, captains, and crews in the olden days. Although we read of numerous industries being established in Bristol, agriculture was still pre-eminent in the West of England. One of the notable contrasts between then and now is that whereas in the twentieth century Bristol dock business largely consists in the importation of cereals, at an earlier period grain was a frequent article of export. Evidence of this is afforded by an Act of Parliament passed in 1542-3 to prohibit the discharge of ballast in the Severn, a word then somewhat loosely applied. The Act stated that "boats in which grain was exported from the river 'into parts beyond the sea where grains are very dear,' after receiving their cargoes, 'cast out their ballast of stones and other rubble' to the great peril of merchant ships of great burden navigating the river; so that if redress was not had therein it would be 'to the utter destruction of the haven and port of Bristol,' which was chiefly maintained by course of merchandise." This quotation, from a recent volume on "Our Waterways," by Messrs Forbes and Ashford, throws an interesting sidelight on bygone conditions

BRISTOL AND THE OLDEST KNOWN SEA-SONG.

Old Bristol shipowners laid themselves out for the passenger business, and early in the reign of Henry VI. large numbers of Catholics, encouraged by the Pope to make a pilgrimage to Spain, were conveyed thence in Bristol vessels. A Royal licence was required for this, but whether its grant involved an inspection of the craft to be used is open to doubt. Between 1428 and 1448 a number of ships so licensed sailed from the Avon, their pilgrims ranging from 60 up to 200 for a single voyage. There were no luxurious staterooms and magnificent dining saloons on the craft of that age, and we can form a slight idea of what the voyage must have been in bad weather. The oldest known sea-song mentions Bristol, and describes with grim humour incidents of a trip upon which pilgrims were carried. It is from an MS. in the library at Trinity College, Cambridge. Mr Christopher Stone, the compiler of a volume on "Sea Songs and Ballads," mentions that "the exportation of pilgrims to the shrine of St. James (whose body was discovered in 797) was a regular trade." By the phrase, "febyll cell," is meant a slightly built cabin such as was sometimes hastily constructed by the ship's carpenter for the use

FLOATING HARBOUR, LOOKING TOWARDS CUMBERLAND BASIN: ABOUT 1906.

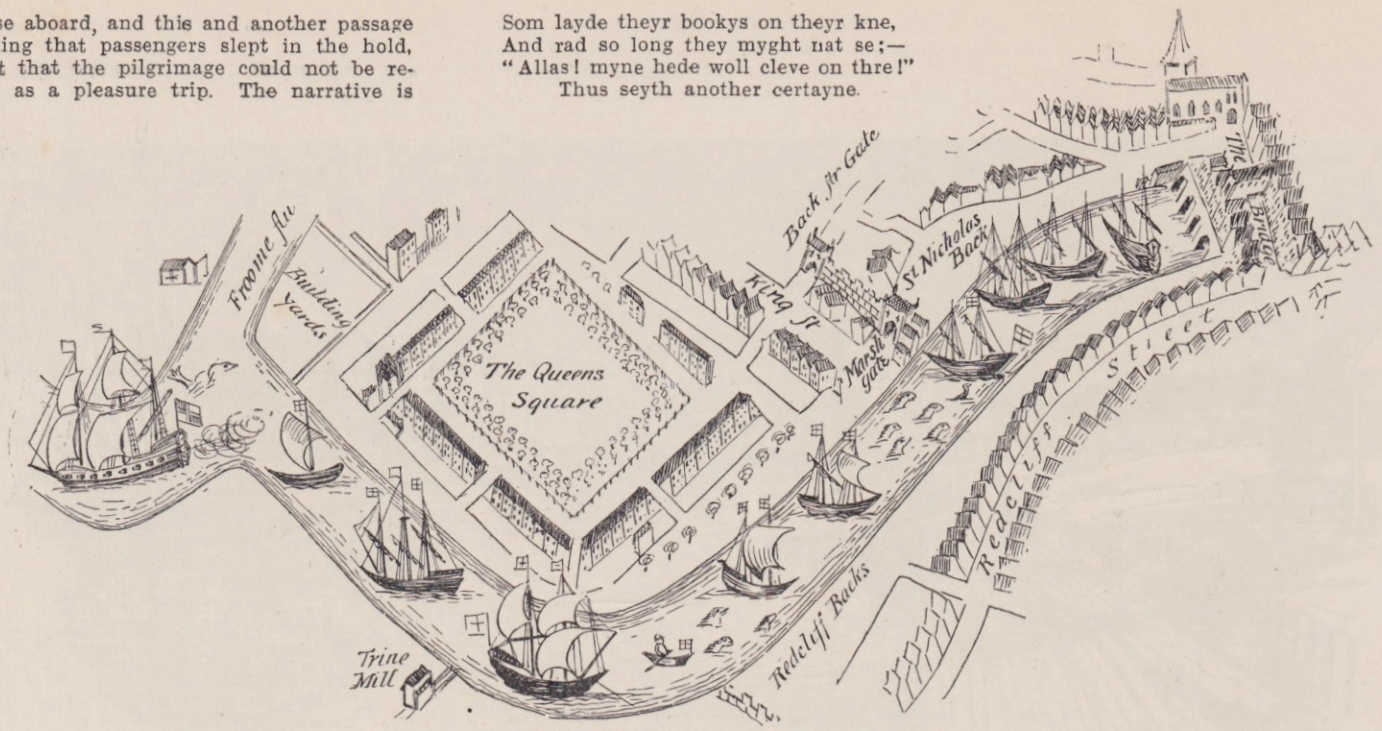


CANONS' MARSH WHARF, COMPLETED 1906.

(The sketch shows one of the fine two-floor transit sheds complete, with electric cranes on the roof. The second shed was finished in 1906. The building to the extreme right is the Corporation Granary.)

of those aboard, and this and another passage indicating that passengers slept in the hold, suggest that the pilgrimage could not be regarded as a pleasure trip. The narrative is

Som layde theyr bookys on theyr kne,
And rad so long they myght nat se;—
"Allas! myne hede woll cleve on thre!"
Thus seyth another certayne.



BRISTOL DOCKS TWO CENTURIES AGO.
(From Millerd's map.)

in eighteen stanzas, and opens as follows:—

Men may leve all gamys
That saylen to Seynt Jamys;
For many a man hit gramys (grieves),
When they begyn to sayle.

For when they have take the see,
At Sandwyche, or at Wynchylsee,
At Brystow, or where that hit bee,
Theyr herts begyn to fayle.

Then there follows an anticipatory reference to the sufferings of the pilgrims from seasickness—

For some are like to cowgh and grone,
Or it be full mydnyght.

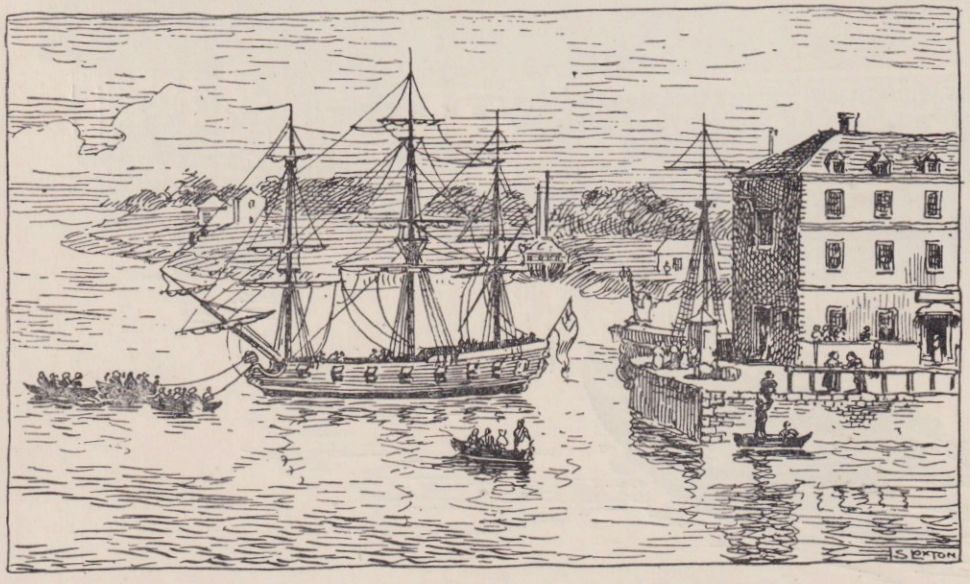
Later the poet tells us that "Our pylgryms have no lust to ete;" he describes the progress of the voyage; quotes the order, "Steward! Anone he calleth a carpentere,
And biddyth hym bryng with hym hys gere (tools)
To make the cabans here and there,
With many a febyll cell.

. . . . .

A sak of strawe were there ryght good,
For som must lyg (lie) them in theyr hood;
I had as lefe be in the wood
Without mete or drynk.

For when that we shall go to bedde,
The pumpe was nygh our beddes hede,
A man were as good to be dede,
As smell thereof the stynk.

One Bristol ship, with 160 pilgrims aboard,



CORNER OF QUAY AND GROVE; FROM SKETCH OF 1744.

cover the boorde anone, and set bred and salt thereone;" and gives a word picture of the passengers trying to read while the "mal de mer" is exercising its misery-producing effect. was wrecked on her homeward voyage, and thirty-seven of the mariners and passengers were drowned "to the great sorrow of their wives and friends at Bristol."

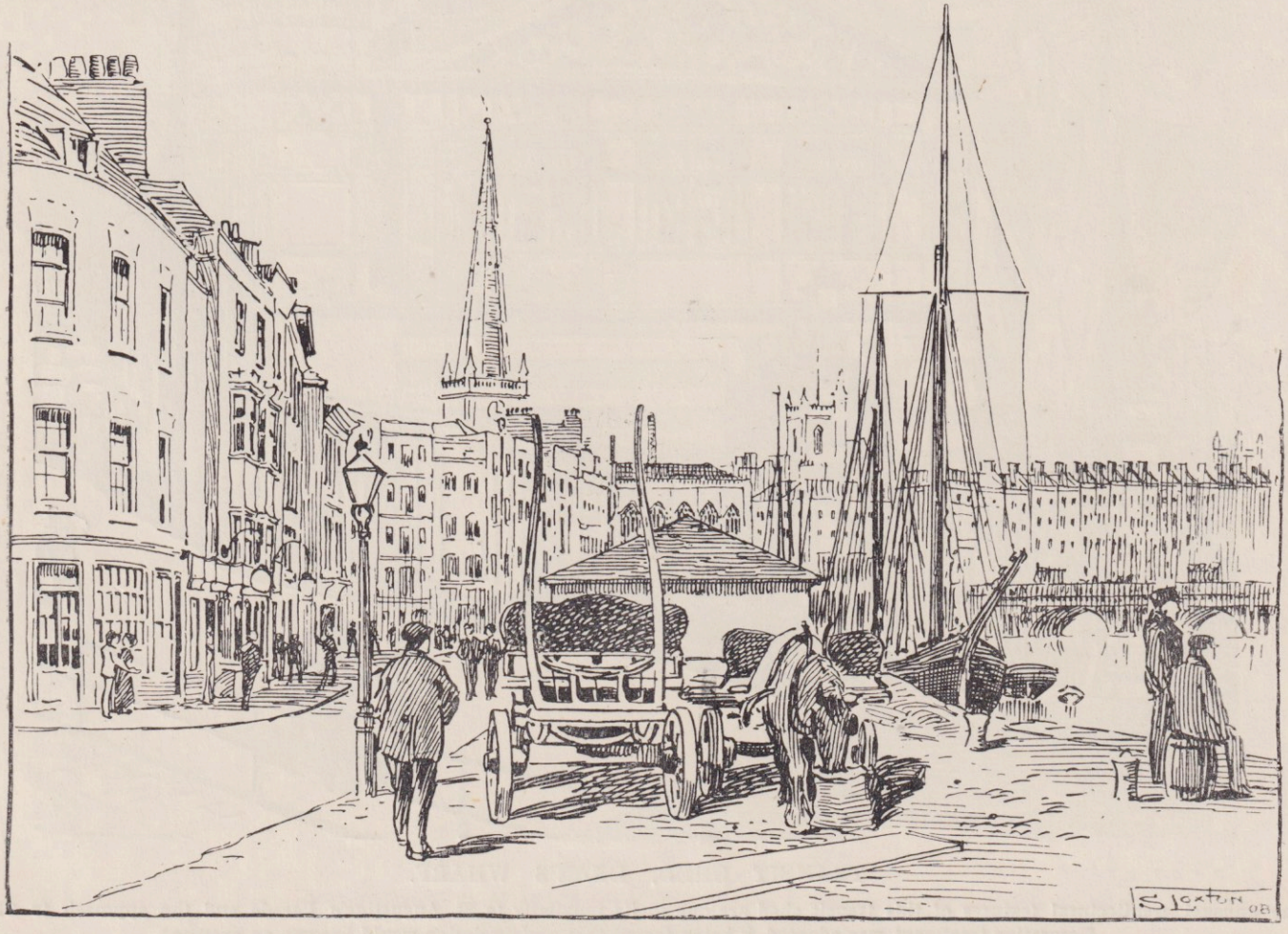
CURIOUS GLIMPSES OF THE OLD DOCKS.

Visitors to Bristol often comment with surprise on the spectacle of docks and shipping right in the heart of a great city. Pope who lived in the earlier part of the eighteenth century, was equally struck by the sight. "You come," he wrote, "over a bridge built on both sides like London Bridge, and as much crowded, with a strange mixture of seamen, women, children, loaded horses, asses, and sledges with goods, dragging along altogether without posts to separate them. From thence you come to a key, with houses on both sides and in the middle of the street, as far as you can see, hundreds of ships, their masts as thick as they can stand by one another, which is the oddest and most surprising sight imaginable. This street is fuller of them than the Thames from London Bridge to Deptford."

Ancient maps of Bristol, some of them almost pictorial in their character, help to stimulate the imagination as to the conditions when Bristol was second among the ports of the country. Houses appear to have been built in the vicinity of the river without much regard to an even frontage. The "Key's Head" was the name given to the quay where the bridge at the bottom of Small Street marked the limit of the dock area. According to a map of 1785, the quay with which the name of St. Mary's (R.C.) Church is still linked, was about that period called St. Austin's Wharf, another spelling of St. Augustine's. St. Augustine's Parade was then St. Augustine's Back. Shipbuilding and repairing were carried on on Dean's Marsh, indeed, older Bristolians well remember Green's Dock, filled up during the modern transformation of the area at the rear of the Cathedral. A corn market at one time stood on the Quay between the position now occupied by St. Augustine's Bridge and the corner where the warehouse of Messrs Bush stands. At this corner was a shipyard, and there were others on the southern bank of the Avon.

Millerd illustrates plans representing the river about 200 years ago, with quaint ships, some of them sturdy vessels with high sterns, others little more than trows. Possibly he intended to suggest that the Avon was well

HARBOUR, VIEWED FROM CANONS' MARSH WHARF; 1908.



THE WELSH BACK, 1908.

stocked with fish by the snouts, of creatures something like seals, which project above the water.

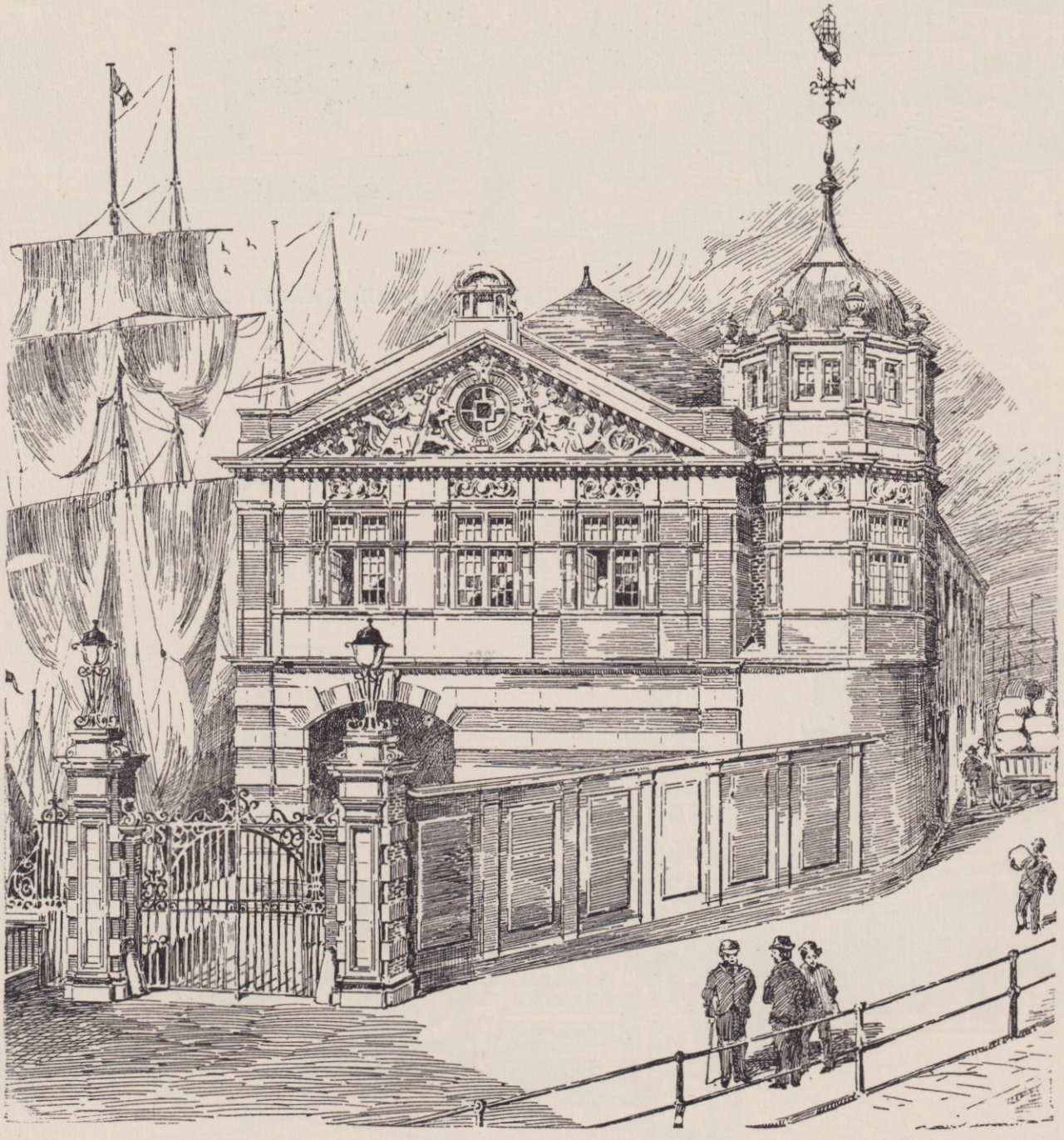
The utilisation of river frontages was partly left to private enterprise, partly to the Merchant Venturers, and partly to the Corporation. In the course of the eighteenth century the demand for better dock accommodation became pressing, and the Corporation, who had done something to extend the quays, anxious to avoid further responsibility, granted a long lease of the wharves to the Merchant Venturers on condition that that body would do what was considered necessary. It was an extraordinary arrangement, and seems to warrant the conclusion that the Guild had the better of the bargain. The incident enables us to realise that dock questions occupied the City Fathers in the eighteenth century as well as the twentieth. Constructional works were, however, at the earlier period modest in character compared with those of to-day, and the "great crane," if it now occupied its old place on the corner of the Quay and Grove, would afford an interesting contrast to its 35-ton hydraulic relation on the other side of the river. The number of ship-repairing and building yards marked in the old maps reminds us of the former importance of that industry and of the numerous vessels for the merchant and naval services that were built here.

SECOND PORT IN THE KINGDOM.

The oft-repeated statement about Bristol having for a considerable period been the second port in the country is no figure of speech. It rests on statistical data. The first authentic and official record of the number and measurement of ships belonging to the different ports of England, is derived from a statement prepared for the Commissioners of Customs, 1701-2. The following return for the principal ports at that time is extracted from Mr Capper's excellent work, "The Port and Trade of London":—

	Ships.	Tons.	Men.
London	560	84,882	10,065
Bristol	165	17,338	2,395
Yarmouth	143	9,914	668
Exeter	121	7,107	978
Hull	115	7,564	187
Whitby	110	8,292	571
Liverpool	102	8,619	1,101
Scarborough	100	6,860	606

These were the only ports with as many as a hundred ships, but Newcastle had 63 vessels, measuring 11,000 tons. The small number of men employed at Hull is accounted for by 80 of the vessels being laid up.



TRANSIT SHED, DEAN'S WHARF.

(The unusual architectural features of this transit shed are due to its proximity to St. Augustine's Parade and the approach to Clifton. Decorative treatment was adopted, it being feared that a plain design would become an eyesore.)

FORMATION OF THE FLOATING HARBOUR.

It need hardly be said that the old time notion of a dock was not based on the idea that a vessel should remain perpetually afloat. As the tide ebbed the ships settled down gently in the mud. This arrangement would soon prove fatal to the long steamers of to-day, and even with the short tub-like "wooden walls" with which our forefathers were familiar the strain occasionally had serious results. Vessels, heavily laden, settled awkwardly as the tide receded, and a broken back was the penalty for primitive conditions. Bristol ships were, however, built for such emergencies, being of unusual solidity, and the fact that owners of vessels constructed elsewhere were loth to take such risks was a matter for satisfaction rather than regret to local merchants, who saw that enterprising rivals were thus kept away.

While making the best of circumstances as they were, the Bristolians of the closing years of the eighteenth century refused to regard them as final, and we read: "Some merchants of Bristol have for many years had it in contemplation to keep the water up and the vessels constantly afloat in both rivers, by damming the Avon, at the Redcliff above the Hotwells. Several plans for this purpose have been proposed, but none hitherto adopted. But if such a scheme could be executed without any inconvenient delay in the passage of ships and boats, or danger of muddy sediments that might tend to fill up the channel, it would be a most important and desirable improvement. The plenitude of the rivers would afford safe riding for the ships, render the maritime parts of the town extremely pleasant, and facilitate at all times the passage of boats and barges up the river towards Keynsham and Bath. The objections of stench and infection are utterly nugatory. The rivers of Bath, Exeter, and many other places are dammed up without offence or complaint, which could not be occasioned here as the river would be ever in motion. To all other advantages would be added a communication between Clifton and Ashton parishes, and the counties of Somerset and Gloucester."

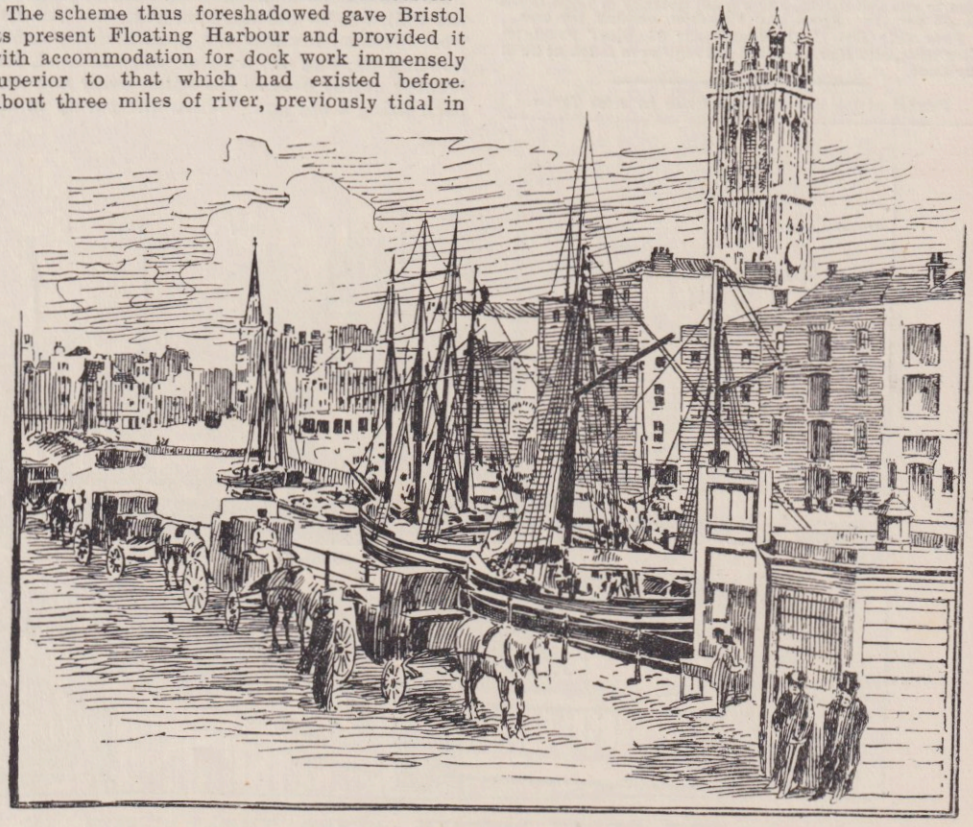
The scheme thus foreshadowed gave Bristol its present Floating Harbour and provided it with accommodation for dock work immensely superior to that which had existed before. About three miles of river, previously tidal in character, were formed into a magnificent dock, unaffected by tidal ebb and flow, and a new channel for the tide was excavated on the south side of the city, to be known to this day as New Cut. The Harbour thus created was over 80 acres in extent. The work was not accomplished without difficulties. A feature of the scheme was that in addition to charges levied on all ships entering the port, the ancient city parishes had to contribute a rate in aid of £2,400 per annum. This special charge has since been abolished, and levies on the ratepayers for dock purposes are made the subject of a general rate. Many shipowners were opponents because of the enforced charge proposed on their vessels, and not a few householders, just as to-day, regarded a tax for dock purposes as inequitable.

The scheme, however, went through Parliament in 1803, and the company, in whose hands it was, included on its directorate the Mayor and eight members of the Council. The undertaking was started on May 1st, 1809, when a thousand of the labourers employed in carrying out the enterprise were entertained at a dinner in a field near Mardyke. Among other things a gallon of strong beer was supplied to each guest, a remarkable tribute to the capacity of that day. It is not surprising that the feast ended in a fight and a scene of disorder, which was with trouble suppressed. The good effect of the new works was largely nullified by the exorbitant charges of the dock company: trade suffered much in consequence.

DOCKS OFFICE, QUEEN SQUARE, IN 1902.
(The offices have since been extended.)

PIONEERS OF ATLANTIC LINERS.

It was during this unsatisfactory period when high charges were hampering the business of the port, that the Great Western, the pioneer of the Atlantic steamship traffic of to-day, was built in this city by Mr Patterson. She was launched in 1837, and proved so markedly satisfactory that scientific sceptics had no alternative but to acknowledge their prophecy of failure was unwarranted. Compared with the huge liners of the twentieth century, she seems an insignificant craft, and so indeed she was.



SHIPPING WHERE COLSTON AVENUE NOW IS.

but that fact emphasised her success and made it the easier to turn to practical account the lesson she taught. She was of 1,340 tons register, her engines were of 440 horse-power, and £63,000 was the sum paid to her builders for her construction. Having seven passengers on board, she started on her voyage on April 8th, 1838, astonished a vessel seven days out from Liverpool by passing her on the 11th, and berthed in New York 15 days 10 hours from the time of starting. The interest in her on the other side of the Atlantic was immense. Among those who watched her arrival at New York was Dr. Edward Hodges, a Bristol musician, who had crossed the Atlantic to engage in professional work.

Two memorials of the first voyage are interesting. One is the placard announcing the sailing of the Great Western from Bristol. Mr E. T. Morgan has kindly furnished a photographic reproduction of this document:—

STEAM TO NEW YORK.

THE

Great Western,

Of 1340 Tons Register, and 450 Horse Power,

Strongly built, Coppered and Copper-fastened, with Engines of the very best construction, by Maudslay, Sons, and Field,

AND EXPRESSLY ADAPTED FOR THE BRISTOL AND NEW YORK STATION,

Lieut. JAMES HOSKEN, R.N., Commander,

Will Sail **DIRECT** *from Bristol*

On the 7th APRIL, 1838,

AT TWO O'CLOCK IN THE AFTERNOON.

The rate of Cabin Passage is 35 Guineas, to be paid on securing State Rooms, for which please to apply at

The GREAT WESTERN RAILWAY OFFICE, Prince's-Street, Bank, London.

Messrs GIBBS, BRIGHT, & CO., Liverpool.

Messrs HAMILTON, BROTHERS & CO., Glasgow.

Mr ROBERT HALL, Cork.

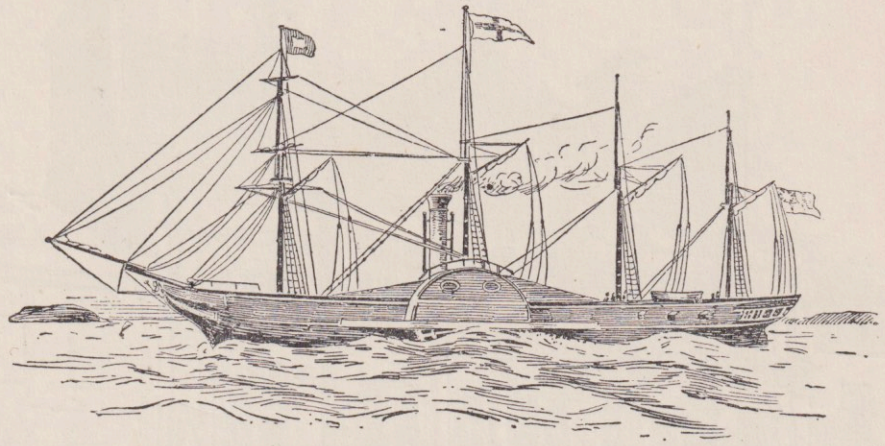
Mr C. CLAXTON, Managing Director, Great Western Steam Ship Office, 19, Trinity-Street, Bristol.

To Officers on duty in her Majesty's Service, and their Families, some allowance will be made for their travelling expenses to Bristol; and those from the Depot at Cork will have their passage money, by the regular Steamers to Bristol, allowed. For Families, a reduction will be made in proportion to their numbers and the berths they require. Children under 13 years and Servants half-price. No Letters will be taken except on payment of 1s. the single sheet each. Newspapers and Slips, 3d. each. Parcels in proportion to size and weight, and a small quantity of Light Goods at £5 per ton. Specie and Valuables, one-half per cent.

This Ship has Coal Storage for 25 Days' constant Steaming, and therefore will not require to touch at Cork for Coal.

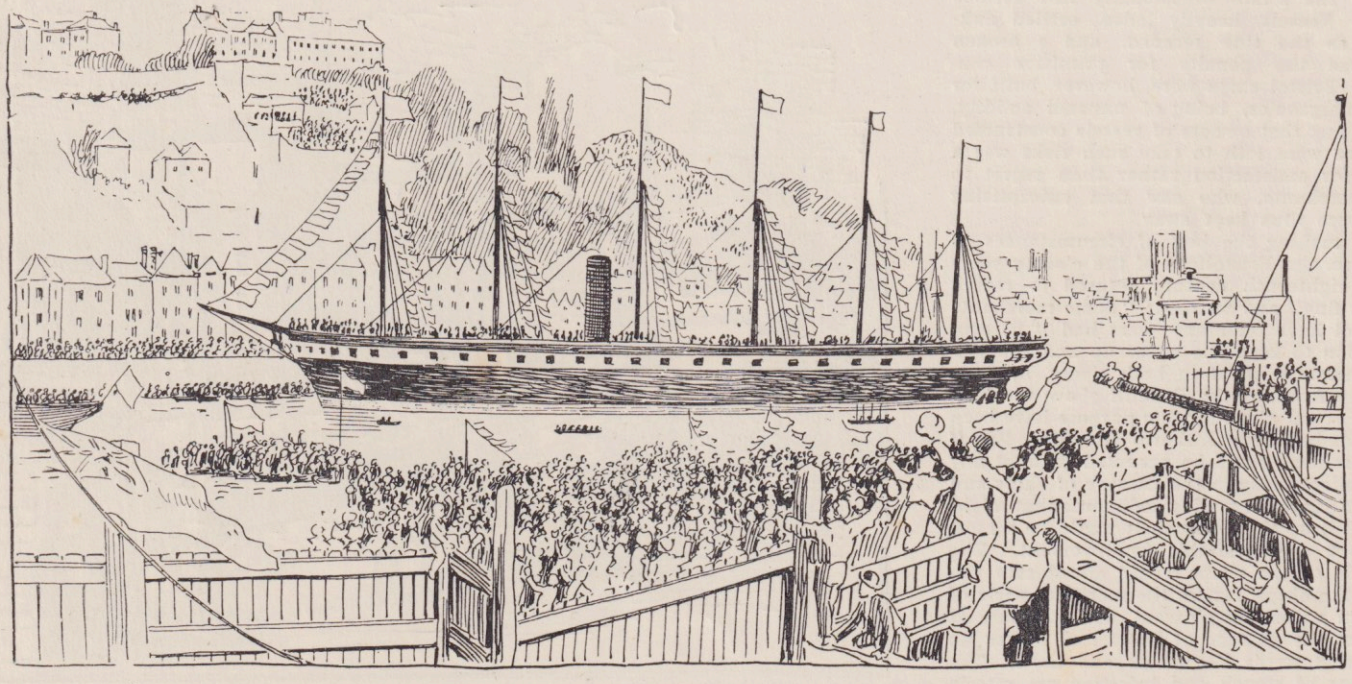
Printed at the Bristol Mirror Office by John Taylor.

Secondly, there is the description of the arrival of the Great Western at New York, penned by Dr. Hodges, the eminent Bristol musician who watched her come in. This is quoted from a letter given in his biography, written by his daughter, and published by G. P. Putnam's Sons, of New York and London. The letter is dated March 12th, 1840, and impressively depicts the isolation which existed when slow-travelling craft supplied the only link between continents separated by three thousand miles of ocean. Dr. Hodges says:—"It was with great pleasure that on last Saturday I heard that the Great Western was telegraphed at eleven o'clock as being in the Lower Bay. At twelve o'clock I ran round to the Battery, and was just in time, for she was about half a mile off when I got there; and, although she had only been telegraphed an hour, yet the Battery was thronged with persons to witness her arrival. It was blowing a perfect hurricane at the time; the water was at its height, and it looked like a little sea. The waves beat on the Wall of Walks, so that no one could go nearer than about twelve feet from the edge. There were two sloops at anchor, and beating against the wall, but we did not look at them. All eyes were directed towards the magnificent steamer bowling up, end on, with all flags hoisted, and leaning gently over to the wind, every now and then firing a big gun. When she got up to the Battery, she stopped her paddles, and gently glided up the East River to her dock, foot of Clinton Street. I almost shed tears at the sight, and I believe that if any one had hullo'd (softly) in my ear at the time I should not have heard it, so intent was I on the ship in question. I thought to myself, 'What news does she bring? Good or bad; forty two days later from England! A great deal of good or evil might have happened in that time, almost four months since I have heard from my dear Brothers and Sisters.' Such were my thoughts at sight of the Great Western."



THE FAMOUS GREAT WESTERN STEAMSHIP.

On the day the Great Western was announced to start on her return voyage it is said that a hundred thousand people assembled to see her off. Sixty-six passengers on this occasion entrusted themselves to her, and their confidence was not misplaced, for she reached Kingroad in 14 days. Her arrival was awaited with tremendous interest; there were in those days no submarine cables by which messages could be flashed beneath the ocean, and none had dreamed of the time when a Marconi would be engaged in annihilating space in a manner worthy of the tales of an Eastern magician. The Great Western brought newspapers and correspondence, and leading London journals sent down to Bristol to secure at the earliest possible moment the information consigned to them. Much was made of the speed at



THE GREAT BRITAIN, AFTER THE LAUNCH, IN BRISTOL HARBOUR.

which the ocean had been crossed, and a bouquet of American flowers sent from the other side was pronounced to be "as fresh as if the dew had still been on them."

The success of the Great Western inaugurated a new era in the history of navigation, and gave Bristol an opportunity for once again getting upon level terms with her competitor on the Mersey. That chance was lost for several reasons. The energies of the steamship company were turned, not to the production of a line of boats on the model which had worked well, but to the building of a much larger vessel, the Great Britain, which was also a pioneer, for she strongly resembled the modern steamship, which the Great Western did not. The bold and novel plans of her designer, Mr Brunel, aroused widespread interest, and this culminated at the launch from the Great Western Shipbuilding Yard, on July 19th, 1843, in the presence of the Prince Consort. The sketch given of the steamship and the assembled crowds after this ceremony is taken from a print in the Bristol Room of the Art Gallery. To it are appended details of the dimensions. The length from figure-head to taffrail was 322ft.; breadth, 32ft. 6in.; forward cabin, 67ft. by 27ft. 9in.; after cabin, 110ft. by 22ft.; forward dining saloon, 61ft. by 21ft. 9in.; dining saloon aft, 98ft. 6in. by 30ft. She had 26 state-rooms with one bed, and 113 with two bunks. In the use of iron for her hull, and in her propulsion by a screw-propeller, as well as because of her size, she deserves to be regarded as a forerunner of the modern ocean greyhound. Her engines were designed to produce 1,000 horse-power. She was a good ship at sea, and it can scarcely be doubted that the novel features of her design accelerated the pace of steamship evolution, but she was unfortunate from the start, and the difficulty (which could not now occur) of getting out of the Harbour was followed by others to which it is not necessary now to allude in detail.

FROM COMPANY TO CORPORATION.

The company which carried through the construction of the Floating Harbour had from the first a difficult task owing to the cost of the undertaking. It took over the river in which Bristol had for centuries carried on its extensive shipping business. The citizens, therefore, if not in the ordinary sense shareholders, had a large interest in the concern. This was recognised in the constitution of the Board of Management. Of its twenty-seven

DEMONSTRATION IN 1848 TO CELEBRATE THE SUCCESS OF THE FREE PORT MOVEMENT.

directors, nine were members of the Corporation and nine representatives of the Society of Merchants. While recognising the boldness and utility of the enterprise, and the difficulties that had to be faced by the company, the public of Bristol became increasingly alarmed as they saw trade being driven to rival ports by prohibitive dues. The Act under which the company was constituted provided that after the repayment of the subscribed capital and other moneys that might be borrowed for the purpose of the undertaking, the management of the works and the powers exercised by the company should be vested in the Mayor, burgesses, and commonalty. It seemed to the burgesses that the only course that could save the port from ruin was to ask Parliament to permit a transfer of the docks from the company to the city at an earlier period than was provided for in the Dock Company's Act. The Free Port Association powerfully helped to influence public feeling at this crisis. The Dock

city control, diversion of trade ended, and the ever increasing volume of commerce, to and from the docks, led to the many steps forward, of which the Royal Edward Dock at Avonmouth is the latest and greatest.

FIFTY YEARS' ADVANCE.

Fifty years ago sailing vessels were still the rule, and steamships the exception. To-day the conditions are reversed, and with the change has come the need for rapidity in dealing with the cargoes they bring. Important schemes resulted from this. It is common knowledge that the increase in the size of steamships led to the demand for and the construction of river's mouth docks; that branch of the subject will be treated in subsequent pages. The Royal Edward Dock has attracted so much attention, because of its character and magnitude, that the other immense advances which have been made in developing

goes direct into railway trucks, and thus affording an important facility which had not previously been available at the docks within the city. The cost of these works amounted to about £110,000. Abutting on the Prince's Wharf, the city then erected the fine granary, which forms so conspicuous a feature among the waterside buildings. It has a storage capacity of 60,000 quarters.

A few years later followed the construction of the deep-water berths extending the whole length of Dean's Marsh up to St. Augustine's Bridge. More recently this wharf has been extended around Canons' Marsh, where, until this project, the Avon still retained the natural slope of its banks. As a result of the change, within a few hundred yards of the Cathedral may be seen large vessels discharging their cargo on to a covered quay, running along the length of which are two-floor transit sheds built of reinforced concrete on the most approved plans known to dock

THE HARBOUR, FROM DEAN'S WHARF; 1906.

Company stood out for better terms than the city was inclined to give, looking at the dividends then earned and the surrounding conditions, but at last a settlement was arrived at. By the Act of 1848 the transfer was authorised, and from that date the pioneer company disappeared from the scene, and the responsibility has rested directly upon the city of Bristol itself through the Docks Committee of the Council. The success of the Free Port movement was celebrated by a great demonstration on Nov. 15th, 1848. A painting by Mr S. G. Tovey represented the procession of civic representatives, trade societies, and citizens passing over the Drawbridge, and Mr T. D. Taylor made a gift of this to the Bristol Art Gallery. The illustration is based on this picture. The services of Mr Robert Bright, the president of this movement, were subsequently recognised by a presentation.

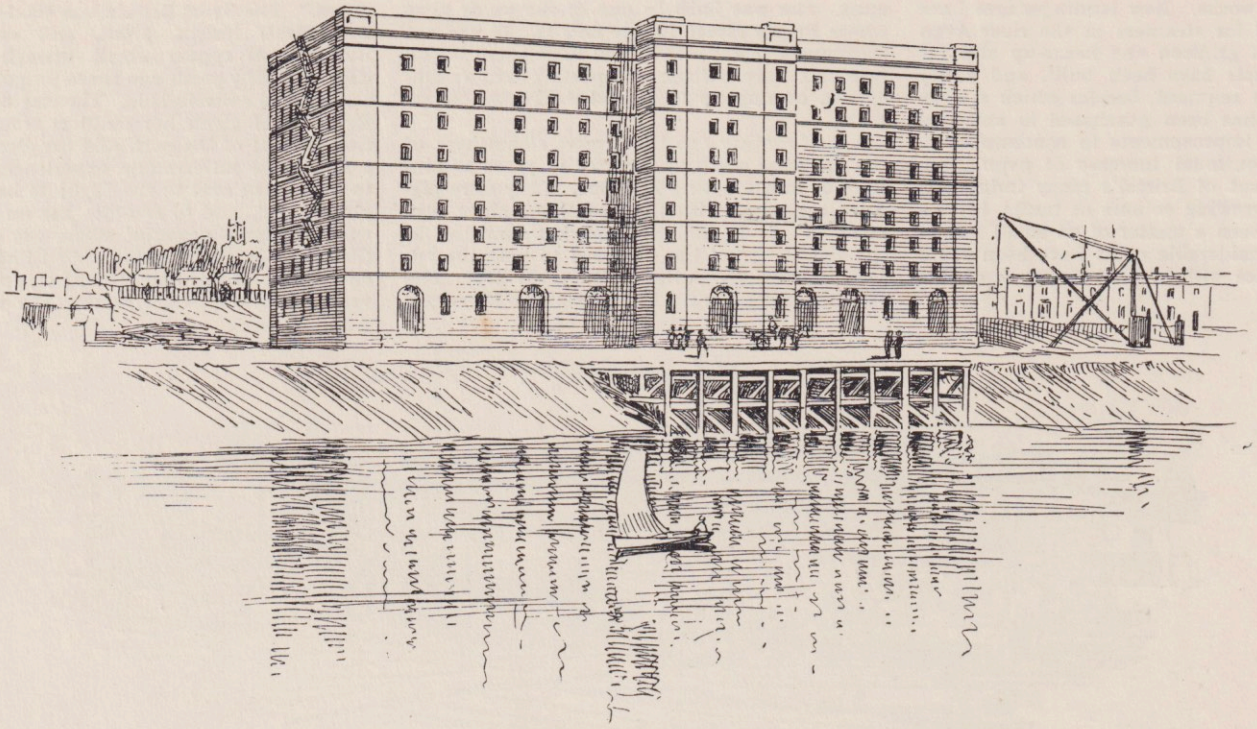
With the more moderate dues following the

the dock property since it was transferred to the city are apt to be overlooked.

The entrances to the City Docks at the time of the transfer were through locks about 190ft. long and 45ft. wide; these soon proved utterly inadequate to accommodate the larger vessels which came into general use after the building of the Great Britain. Accordingly, to meet more modern requirements, one of the earliest important works undertaken by the city was the construction of the present Cumberland Basin entrance, and junction locks, 350ft. long and 62ft. wide. These, together with important subsidiary works, were completed in 1873, at a cost of about £230,000.

These works were followed by the construction of the fine deep-water wharves, now known as the Bathurst, Prince's, and Harbour Railway wharves, capable of accommodating the largest and deepest vessels which navigate the Avon, enabling them to discharge their car-

engineers. Lines of railway trucks may draw up under shelter on either side of them. Electric cranes, operating from their flat roofs, command with their swinging jibs the ship, the quay, and the shed, and handling goods in transit is reduced to a minimum of cost. At this particular wharf Bristol is confident of doing great things in the importation and distribution of fruit, particularly from Mediterranean and Continental ports, but there is also accommodation in the same neighbourhood for large general commerce. Altogether, in these docks in the heart of the city, quays to the length of 4,898 yards, and shedding with an area of 66,230 yards super have been provided. Railway lines have been extended to wharves on both sides of the Harbour, and in 1906 the Great Western Company, to secure an outlet for traffic that had become inconveniently congested, completed a great scheme whereby their goods trains get clear away from



ONE OF THE NEW TOBACCO WAREHOUSES, NEAR CUMBERLAND BASIN, 1907.

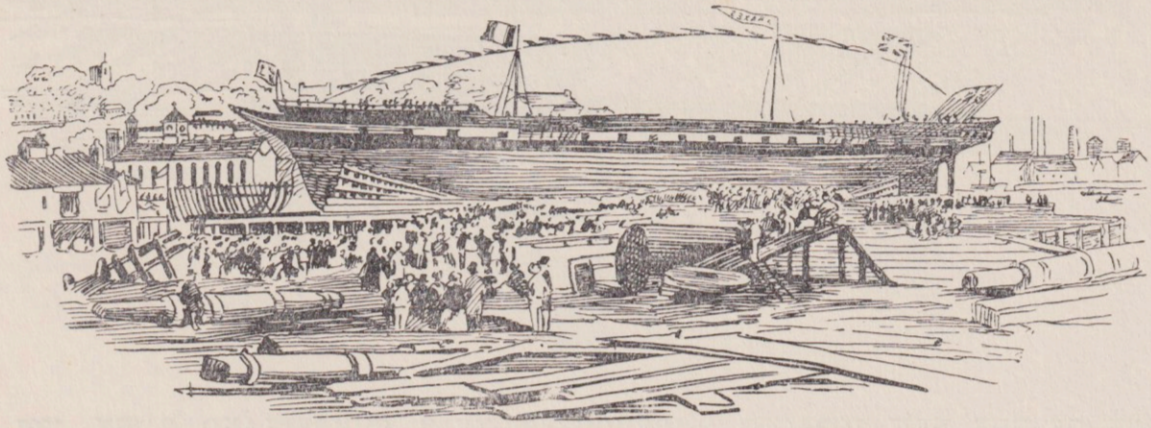
the city on its south-western side and reach the marshalling sidings and main lines without passing through the general station at Temple Meads. The Midland Railway Company have a well-worked system of taking goods from the ship's side in steam barges, which make quick and easy connections with their waterside railway depôts.

Some of the other improvements, due to the constant endeavour to provide for the despatch of business at the City Docks, can be merely named. On the site of the old East Mud Dock an admirable wharf and a transit shed have been provided. Near Cumberland Basin a railway has been constructed for the conveyance of cattle imported from Ireland; and two huge tobacco warehouses have been erected by the Corporation, the capacity of each being 10,000 hogsheads. A hydraulic pumping station has been built at the Underfall Yard, where the Docks Committee have their engineering department, and new sluices have been provided for discharging flood waters. The discharge power of the River Froom has been

BATHURST WHARF AND PRINCE STREET BRIDGE, ABOUT 1906.

considerably improved by removing obstacles and by other works. New landing-stages have been provided for steamers in the river Avon at Hotwells, a gridiron and heave-up slip for repairing vessels have been built, and a dry dock has been acquired, besides which a large area of land has been purchased in anticipation of other improvements in contemplation.

With the continual increase of population, the development of Bristol's many industries, and the ever-growing volume of traffic, bridge-building has been a matter of no small importance, and considerable sums have been spent in keeping pace with modern demands of this kind.



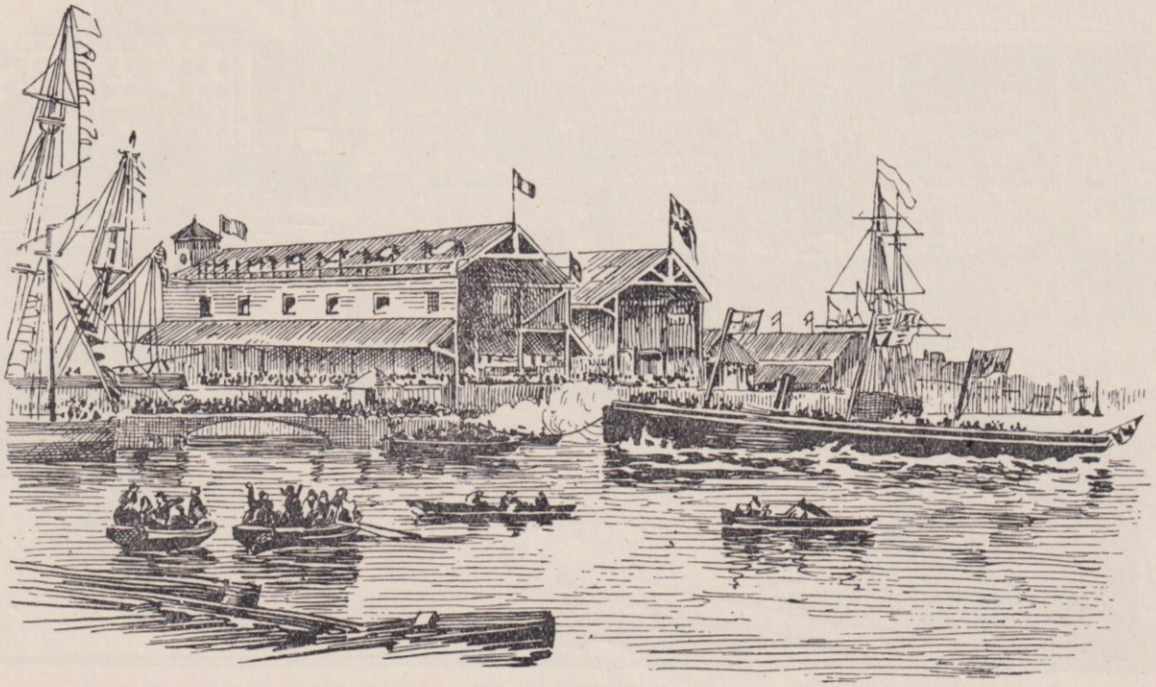
LAUNCH OF THE ARAXES IN BRISTOL, 1855.

Upon various schemes for facilitating the transaction of business at the City Docks alone not far short of a million of money has been spent.

SHIPBUILDING AT BRISTOL.

Passing references have been made to shipbuilding at Bristol. The time was when the history of many a noble vessel could be traced back to a Bristol dockyard. It was not merely so with merchant ships; men-of-war had their origin here also, and local shipbuilders were renowned both for skill and the quality of their workmanship. As long ago as 1666 the Mayor and Corporation were present at the launching of a frigate, the Saint Patrick, pierced for 52 guns. She was built in one of the yards near where Prince Street Bridge now is. It was not uncommon to see stout naval craft about which novelists have written and poets grown enthusiastic, coming up to Bristol dockyards for repairs.

A half-century ago the largest steamships of the day were being constructed in yards adjoining our own Floating Harbour. They were pigmies compared with the leviathans since constructed. It is indeed somewhat amusing in the light of what has occurred to note the adjectives used by writers fifty years ago. The interest excited by the building of the Demerara in 1851 was not confined to this locality. The 'Illustrated London News' of October 4th gave a full-page picture of her "launch," and the narrative accompanying it commenced as follows:—"The launch, or, more properly speaking, the floating out of another of the colossal steamships, of which five have been constructed for the Royal West India Mail Steam Packet Co., the Demerara, took place at Bristol on Saturday, where she has been constructed by Messrs Patterson, so well known as the builders of the Great Western, the Great Britain, the Avon, the Severn, &c." The word "colossal" sounds to us like an exaggeration, but in 1851 it was justified, for in another place we are told that the Demerara was, with the exception of the Great Britain, "the largest steamship afloat." The Great Britain was 6ft. longer. The Demerara's length, 276ft., and engines (750 horse-power) appear small enough in these days, but fifty years ago these proportions were regarded as considerable. The size of the Great Britain had given her builders trouble in getting her out of the port, and the Demerara had a still more unfortunate experience. She was to have been sent to the Clyde to have her engines fitted, and to conduct her on her northward voyage a powerful steam tug came from Glasgow. A high spring tide filled the river on the day of her departure, but, for some not very clearly explained reason, she was late in starting. Cumberland Basin had not the locks with which it has since been equipped, and delay is said to have arisen at this point. The Glasgow tug had her in tow, and started off down the river at a pace which excited the liveliest apprehension of the builder, Mr Patterson. He shouted a warning, but the disaster he apprehended occurred. The Demerara's bow struck hard and cut into a bank of hard, gravelly soil on the Gloucestershire side a few hundred yards from the Round Point, and the ebbing tide swung her stern until it grounded on the Somerset side. There the tide left her. Her position is shown in one of the sketches. Attempts were forthwith made to save her, and the 'Illustrated London News' says: "The



LAUNCH OF H.M. GUNBOAT HARDY, IN BRISTOL, 1856.

scene, as viewed from the top of St. Vincent's Rocks, was very exciting, the numerous small craft that kept plying about the Demerara, conveying ropes from shore to shore, and carrying out other necessary arrangements for helping the vessel from her situation, looking like a multitude of ants round the carcase of a prostrate giant. Their exertions were not in vain. As the tide flowed the Demerara floated; by seven o'clock she was lifted from the banks, and though sadly altered from her original symmetry, again sat upon the water, and, amidst the hearty huzzas of the thousands who watched the proceedings with the most intense interest, was towed to the soft bank of mud opposite Mr Eaglestaff's house, where it was thought she might lie, when the tide ebbed, until the damage she had sustained was sufficiently repaired to enable her to be brought back to the harbour, the leakages in the lower part of the hull rendering her immediate return quite impossible. Anchors were thrown out and other means adopted to secure her in her new position, but despite these precautions further misfortunes still awaited her. About ten o'clock the force of the retiring tide broke her away from her moorings, dragging the anchors out of the ground, and again canting her across the river in a most dangerous manner. In this critical situation she remained until the reflow of the tide on Tuesday morning, when operations were again renewed, and with success, for her conveyance to the entrance of the Cumberland Basin was effected without further hindrance or mishap, and she was moored there to await further proceedings on the part of her builder." She was found to be so badly injured that she was abandoned to the underwriters, the insurance effected on her having been £48,000, including £12,000 for stores. She was, however, not broken up. Steamships in those days had not lost their sailing ship characteristics, and the paddle boxes having been removed, the Demerara became a sailing vessel, her new name being the British Empire. She fetched less than £6,000, so that someone had to pay a stiff penalty for the mistakes of the first voyage from Bristol.

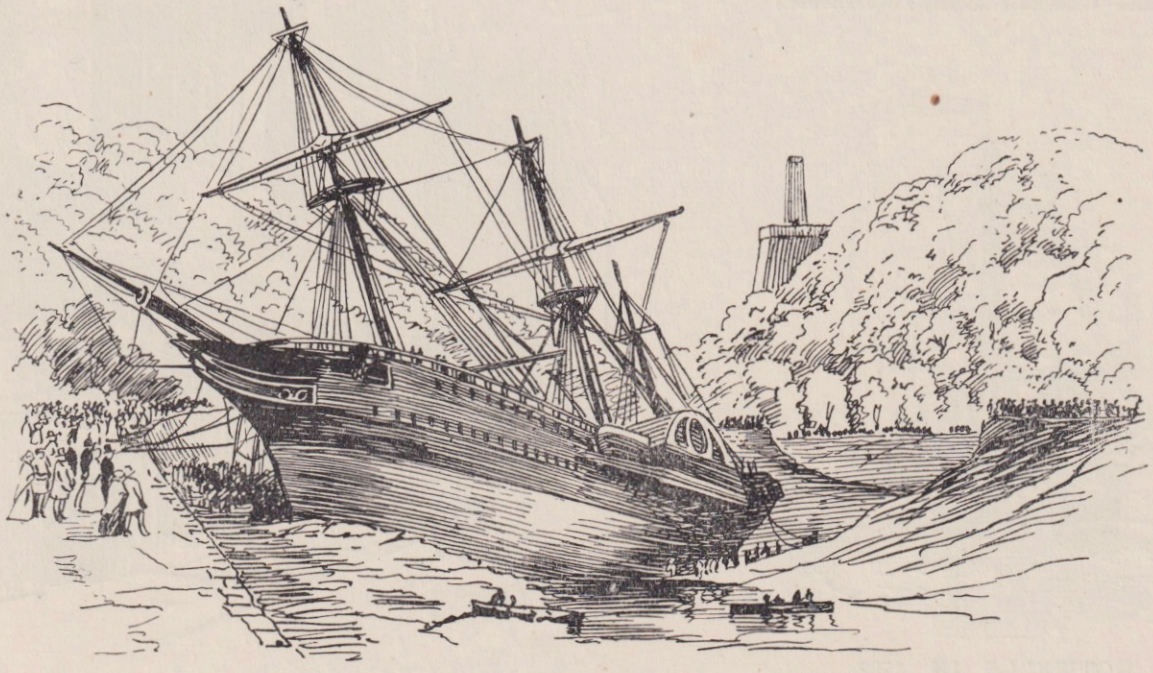
One of the reproductions of old pictures shows the launch of a small steam gun vessel, the Hardy. This craft was constructed at the Albion Dock by Messrs Charles Hill and Sons. The contemporary narrative says that "the event derived additional interest from its being the first war vessel built in Bristol since the last war. During that time Messrs Hillhouse and Co., the predecessors of the present firm, launched 13 frigates, among the most noted of which were the Melampus and Arethusa—immortalised in the song of Dibdin." The launch of the Hardy occurred in March, 1856, and the writer added to his account the information that Messrs Hill had contracted with the Admiralty for three vessels, which they were building in very large sheds lighted in every direction with gas to enable their men to work night and day. The Hardy was 106 feet long, and had a tonnage of 233. Her engines were of 60 h.p., and she was fitted to carry two 68-pounders and two 24's. These weapons could be moved to various parts of her deck, so as to be available where required. The report of the launch adds that "the authorities are much pleased with the quality of the work." A few months before this, Messrs Stothert and Fripp had launched the Araxes, a vessel 250 feet long, with engines, made by the same firm, developing 250 h.p. She was the third of her class built by Messrs Stothert and Fripp for a Liverpool firm engaged in the Mediterranean trade. Her picture represents her as a shapely vessel, and she was for that period a good traveller, her speed being eleven knots. A steamer of larger capacity than any of those mentioned was launched by Messrs Hill and Sons on August 24th, 1899. This was the Bristol City, a vessel capable of carrying 4,500 tons.

FIGURE-HEAD OF THE DEMERARA.
(Fixed to a building at Stone Bridge.)

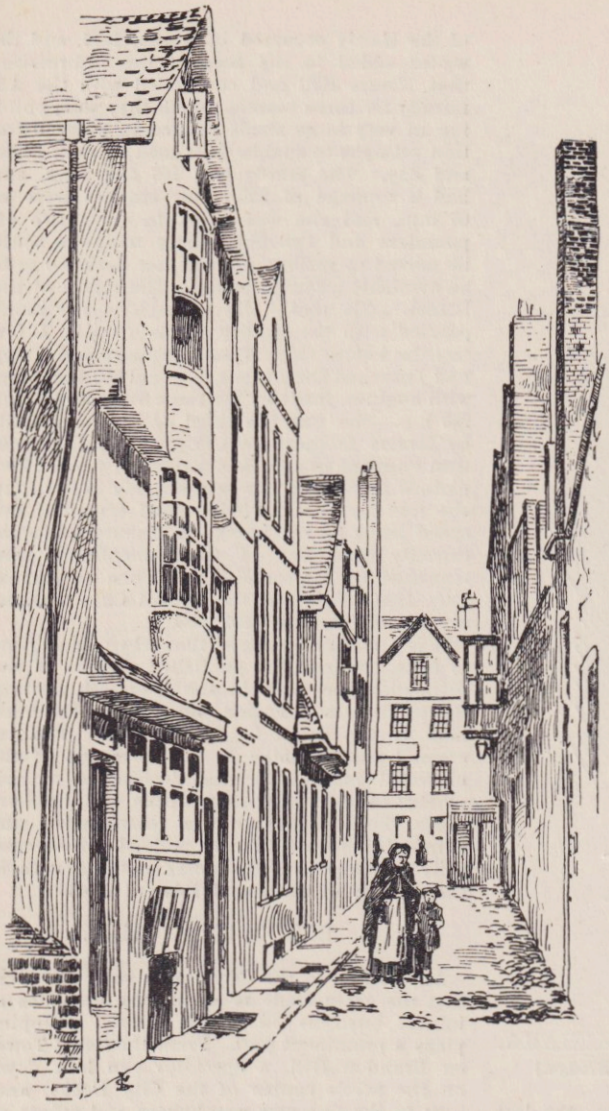
It is a matter for regret that when, from time to time, we scan the published returns of the shipbuilding centres in the twentieth century Bristol finds no mention—its share in the business is too small to be recorded. The increased size of ships is doubtless one of the principal reasons for the decline of an important industry at the city docks, but there are those who hold that no good reason exists why shipbuilding should not be revived and successfully carried on on the banks of the Severn in the vicinity of the Royal Edward Dock.

A BIRD'S-EYE VIEW.

Any visitor to the City Docks soon discovers that the grain trade is among the branches of import business in which Bristol shipping plays a prominent part. From the Cabot Tower on Brandon Hill, a spectator can look down on the whole course of the City Docks, and, next to the fine new warehouses and offices on which the Co-operative Wholesale Society are reputed to have recently spent £40,000, the most noticeable riverside structure is the Corporation Granary, with its many floors, its elevating machinery, and its electrically-driven



THE S.S. DEMERARA ASHORE IN THE AVON, 1851.



ALDERSKEY LANE.

(The name is derived from Aldsworth's Quay, which formerly occupied the position. The lane extended from Prince Street to the Narrow Quay, and, about the end of the nineteenth century, was demolished to make way for the Co-operative Wholesale Society's Warehouse.)

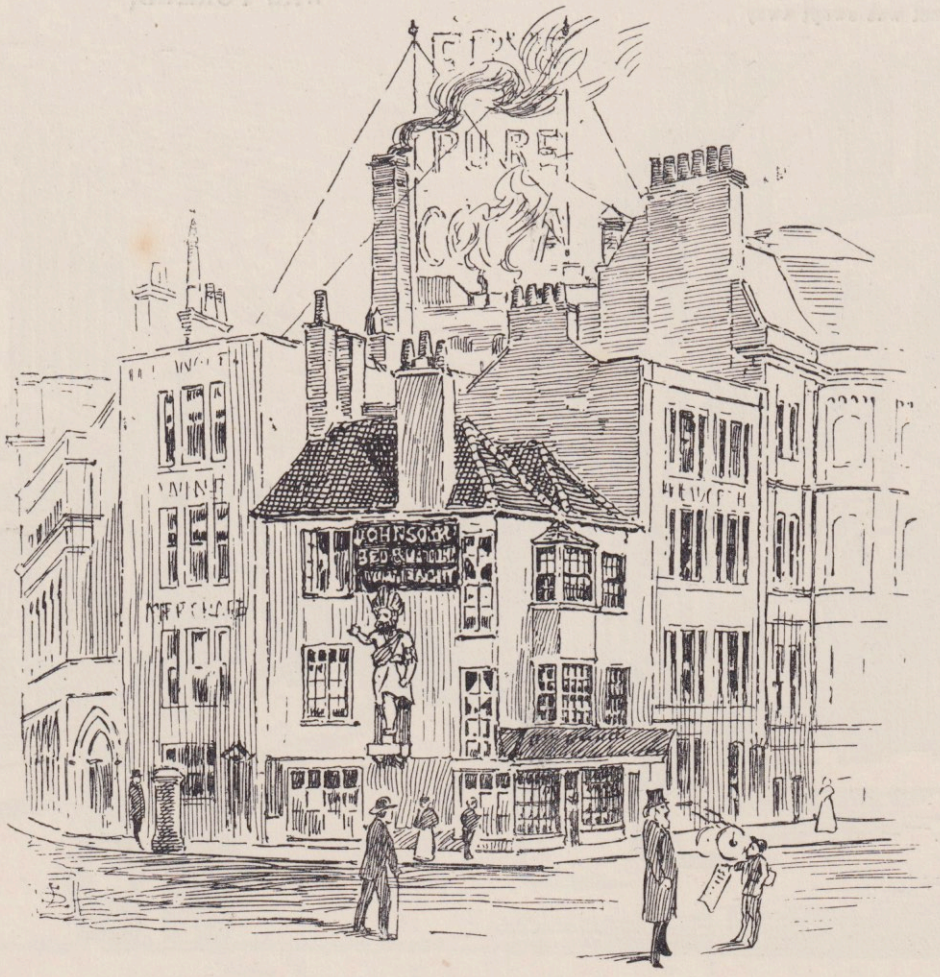
AT HOTWELLS IN 1782.
(From Mr Pocock's Drawing.)

belts for distributing the grain to the desired part of the building. It is a special characteristic of the Bristol grain trade, however, that a large portion of these imports are loaded direct into railway trucks for despatch, and never go into store at all.

Shipping and industries are intimately associated. Not far distant are well-equipped flour mills and also mills where cotton seed and linseed are crushed, oil and feeding cakes being produced in large quantities. This panoramic view reveals the fact that "the city of churches" is also the city of factories. These, among other things, devote their attention to tobacco, cocoa, sugar, confectionery, galvanised iron and engineering work, leather, boots, floorcloth and linoleum, high-class carriages and vehicles for haulage, soap, candles, paints, varnishes, rope and twine, wood goods, brushes, agricultural machinery, weighing appliances, motor lorries and 'buses, envelopes, stationery, artistic colour printing, locomotives, cattle foods, railway carriages, chemicals, pottery and stoneware, drugs, sugar refining, hats, clothing, corsets. To the list of industries have to be added distilleries, breweries, brickworks, and collieries. There are very few kinds of industry not successfully carried on in modern Bristol, and in addition many firms are engaged in a large distributive business in imported goods. The cocoa and tobacco trades have grown more rapidly in recent years than any other industries. Even this does not exhaust the story of the advance since the passing of the first Dock Improvement Act in 1865, and, in addition to facilitating safe and quick despatch of vessels and their cargoes, during decade after decade the work of making easier the access to these far inland docks has been continued.

ALDERSKEY LANE.

THE HARBOUR, NEAR ST. PHILIP'S BRIDGE; ABOUT 1904.



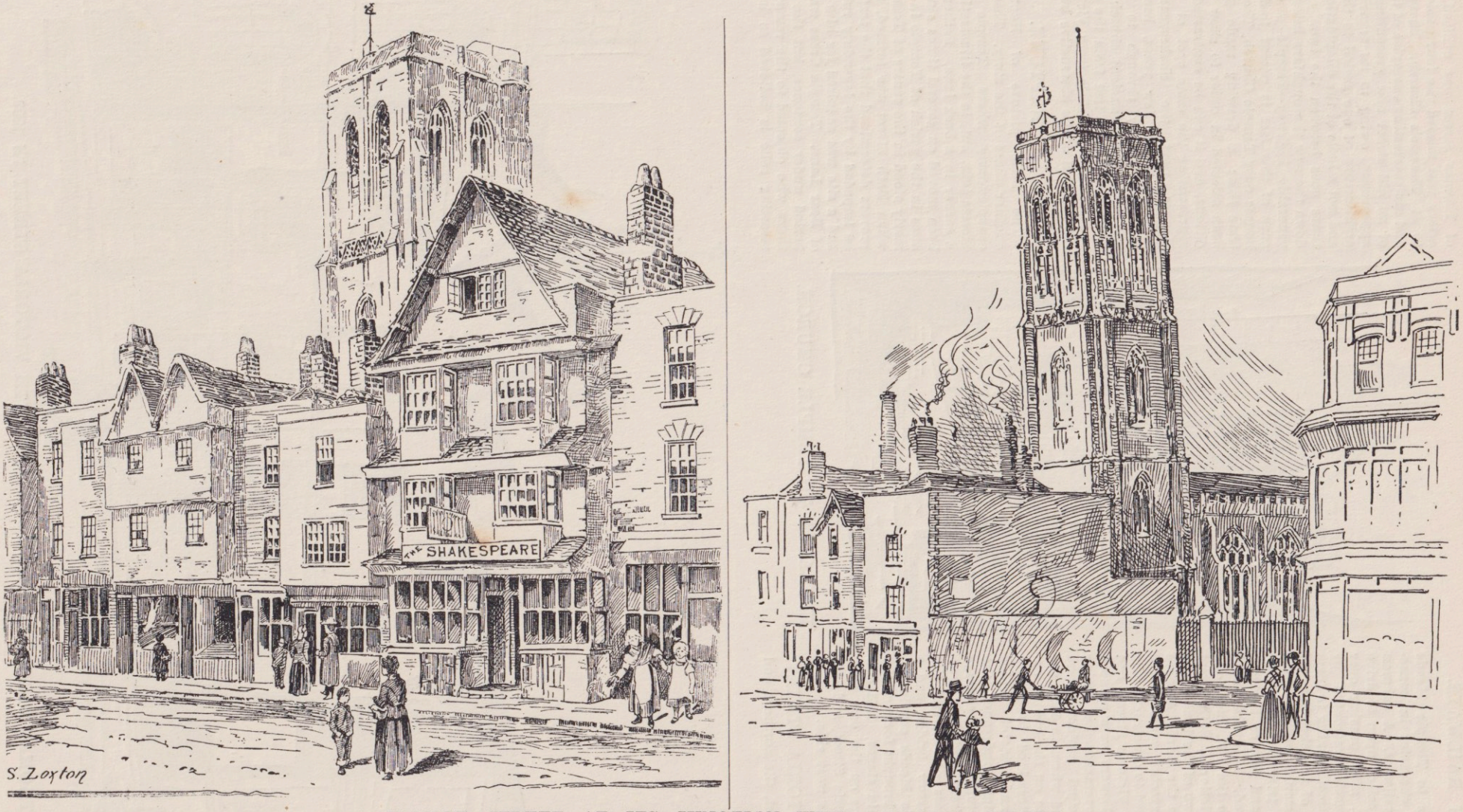
THE DEMERARA FIGURE-HEAD AT STONE BRIDGE; 1908.

OLD AND NEW ROUTES TO TEMPLE MEADS.

Many place-names of Bristol have long outlived the conditions which gave them their being. Temple Meads, Redcliff Mead Lane, Broadmead, Lewin's Mead, Stokes Croft, St. James's Barton, are familiar examples of this, and there are many others. Temple Meads to-day suggests the Joint Railway Station perhaps more often than the district in which it is situated, but, when the consideration of old and new routes to that locality is entered upon, it is found that the first notable change occurred before the supremacy of the stage-coach had been challenged by the steam locomotive. Our ancestors were content with the narrowest of thoroughfares. Tucker Street is an illustration. Possibly to many citizens the whereabouts of this ancient highway is as great a topographical mystery as that of Petticoat Lane, a few hundred yards from it. Passing over Bristol Bridge into Bath Street, a narrow turning will be noticed on the left hand. It makes a curve towards Counterslip and then rejoins Bath Street. This old road is Tucker Street. It is about fifteen feet wide, and included in that dimension at one end are two footpaths. The carriage-way is necessarily on a Liliputian scale; yet in its day Tucker Street has had a theatre and a chapel in it, and served as the route to the important district of Temple Street, Temple Backs, and Temple Meads. A hundred and twenty years ago the trustees of Bristol Bridge, under the authority of an Act of Parliament, constructed Bath Street, and a considerable part of Tucker Street was swept away.

CORNER OF THOMAS AND BATH STREETS BEFORE VICTORIA STREET WAS FORMED.

VICTORIA STREET, 1908.



TEMPLE STREET AT ITS JUNCTION WITH VICTORIA STREET.

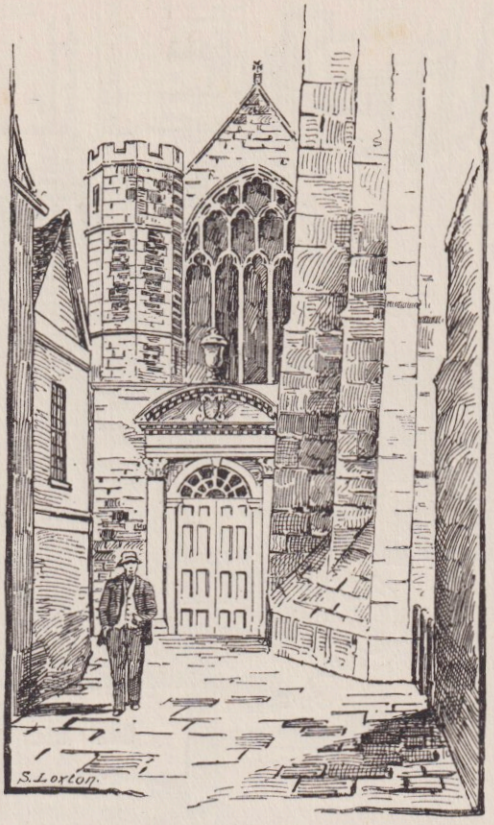
(The sketch on the left hand shows the street in 1889. That on the right illustrates the conditions in 1908. The change is due to the demolition of several houses, shown in the first view, to give improved access to Church Lane. On the corner of the new road, the block partly shown in the right hand picture was erected, and next to it is the Shakespeare Inn.)

THE ADVENT OF RAILWAYS.

At a later period traffic to Temple Meads acquired a very different character in consequence of the advent of railways. A cabman who, fifty years ago, was called upon to drive his fare to catch a train, after passing over Bristol Bridge, found himself confronted by Thomas Street and Bath Street, joining to form the corner shown in one of the sketches. If he kept to the right he would reach Temple Meads by two sides of a triangle, the whole length of Thomas Street, and part of Portwall Lane having to be traversed. If, as he would probably do, he turned to the left, his route would be shaped like the letter Z, Bath Street and Temple Street being two of the limbs, and Bath Parade to the station the third. A more direct route had been suggested years before that. In 1845 it was proposed to construct a new thoroughfare, to be called Victoria Street, and to widen Bristol Bridge. Powers were secured for these and other improvements, but owing to the expense the principal projects were postponed, and only revived when, in 1852, the Parliamentary sanction was on the eve of expiration. The Council determined to go on with the Victoria Street and Bristol Bridge scheme, but ward meetings condemned the outlay of £11,300 then contemplated, the courage of the city fathers failed them, and their resolution was rescinded. Years passed, and the double grievance of a narrow bridge and a roundabout way to Temple Meads continued. When next the matter was brought forward the improvement was effected in stages. 1861 saw the widening of the Bridge on the east side, 1871 the formation of Victoria Street, and 1873 the bridge widening on the west side.

FORMATION OF VICTORIA STREET.

In forming Victoria Street, the northern end of Thomas Street was utilised, but the new artery just missed the four gabled houses next to St. Thomas's Church. These still remain, and are interesting examples of the architecture of an old street now presenting a woe-begone appearance, owing to its transition from the architecture of one period to that of another, and not a little of the dilapidation which sometimes goes between the two. Slightly lower down the new thoroughfare intersected another venerable highway—Temple Street—and evidence of this fact is patent to-day in the old houses near Temple Church. The sketches illustrate this; a drawing made years ago has been selected in order to show the older conditions, and it can be contrasted with another representing the same spot at a later date. Houses next the Shakespeare Inn have, within the last few years, been demolished to make a way through to Church Lane, and more of the ancient church, the tower of which leans four feet from the perpendicular, has been made visible from Victoria Street by the removal of the obstructive buildings.

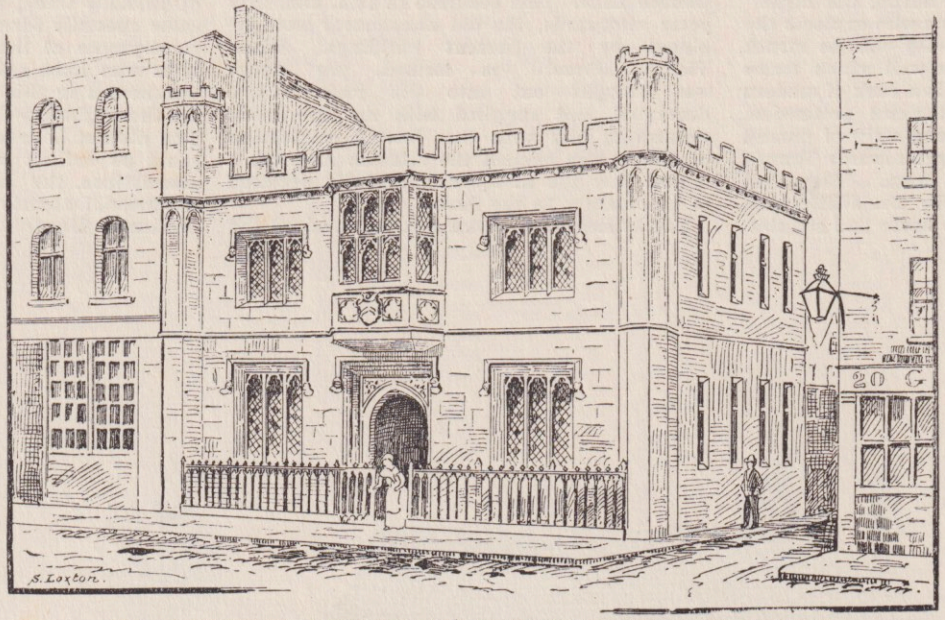


ENTRANCE TO TEMPLE CHURCH.

NEPTUNE.

The little picture of Neptune suggests another phase of the story. This figure stands conspicuously where Temple and Victoria Streets join, but, in the illustration, it occupies a corner in a back lane. Father Neptune has been moved on several times since his appearance in the parish of Temple in 1723. He formerly stood in the centre of Temple Street, but when Bath Street was formed, the street improvers determined that the traffic should not be impeded by the legendary ruler of the sea, and a site was acquired for him on the corner of Bear Lane. Temple Cross was also at that period under sentence, but the opposition of those who objected to the removal of this interesting relic is believed to have prevented

THOMAS STREET AT THE JUNCTION WITH VICTORIA STREET IN 1908.



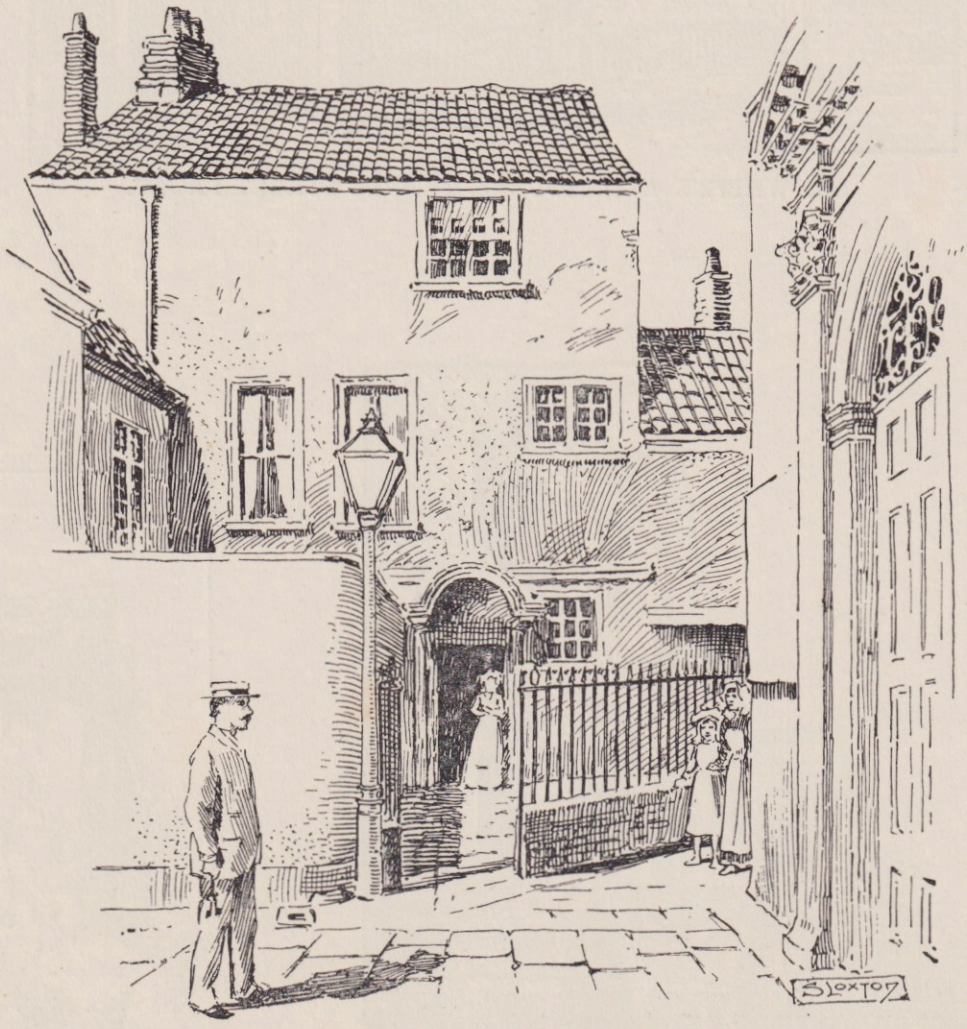
DR. WHITE'S ALMSHOUSES, TEMPLE STREET FRONT.

DR. WHITE'S ALMSHOUSE, FROM THE GARDEN.

NEPTUNE STATUE IN CHURCH LANE.

the powers of the Bridge Trustees' Improvement Act being at once put in force. Thus, while Neptune was shifted to Bear Lane in 1787, the Cross stood until 1794, when it was, as Mr Latimer puts it, carried away "in a quasi-surreptitious manner during the night" of August 13th, 1794. Anyone who explores the region of Temple Street to-day will be struck by the fact that within the wall which forms one boundary of Bear Lane is a rank of modern almshouses of some architectural pretension. They are packed in on a long strip of ground extending from Temple Street towards Temple Back, and face a tiny lawn. They had their origin in a bequest by Dr. White, and provide thirty-two women a home and six shillings a week. In the interests of the old ladies Neptune was once more disturbed. An extension of the almshouses was determined upon, the bit of ground at the corner of Bear Lane was needed, and Neptune's address became Church Lane. This occurred in 1823, and, fifty years afterwards, the old almshouses were replaced by the present buildings. When Victoria Street was formed, the figure was brought out into the main street, decorated, and supplied with an inscription connecting him with the Bristol celebration of the victory against the Spanish Armada, a legend that the antiquaries unitedly declared to be contrary to the facts.

The formation of Victoria Street involved the clearance of a considerable amount of old property, and this was followed by the erection of modern business premises on the salvage sites. The importation and distribution of provisions form one of the leading branches of Bristol's trade, and Victoria Street has become specially identified with this business in consequence of the number of those engaged in it who have established their offices and warehouses in this locality and in the adjoining thoroughfares—Thomas and Temple Streets. The district is indeed one about which much could be written with respect to the historic associations, the housing problems, and the commercial aspects of the old and new routes to Temple Meads.



THE OLD RECTORY, TEMPLE; SKETCHED 1903.

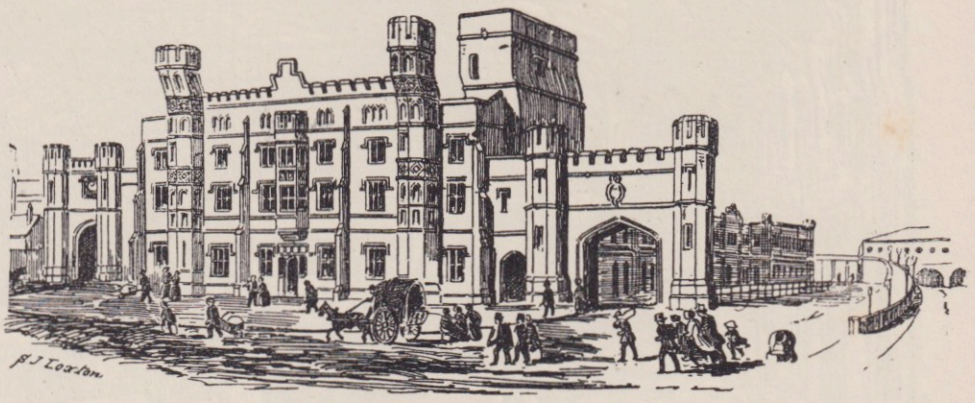
TEMPLE MEADS STATION AND ITS TRAINS.

Fifty years have produced an enormous advance in the railway facilities enjoyed by Bristolians. The story of the controversies, the schemes propounded and dropped, and the forward steps actually made during the past half-century is of such a character that to enter upon it in detail would require a volume. The city in 1858 had one station only; now it has seventeen. There are, however, not only more stations at which passengers may begin or complete their journeys, but, in the frequency of trains and the comfort of travel, the advance has been enormous. In contrast with the solitary Temple Meads Station of 1858, with its limited accommodation, may be set out the following list:—

Temple Meads.

Lawrence Hill.	Hotwells.
Stapleton Road	Ashley Hill.
Montpelier.	St. Anne's Park.
Redland.	St. Philip's.
Clifton Down.	Fishponds.
Sea Mills.	Bedminster.
Shirehampton.	Ashton Gate.
Avonmouth.	Clifton Bridge.

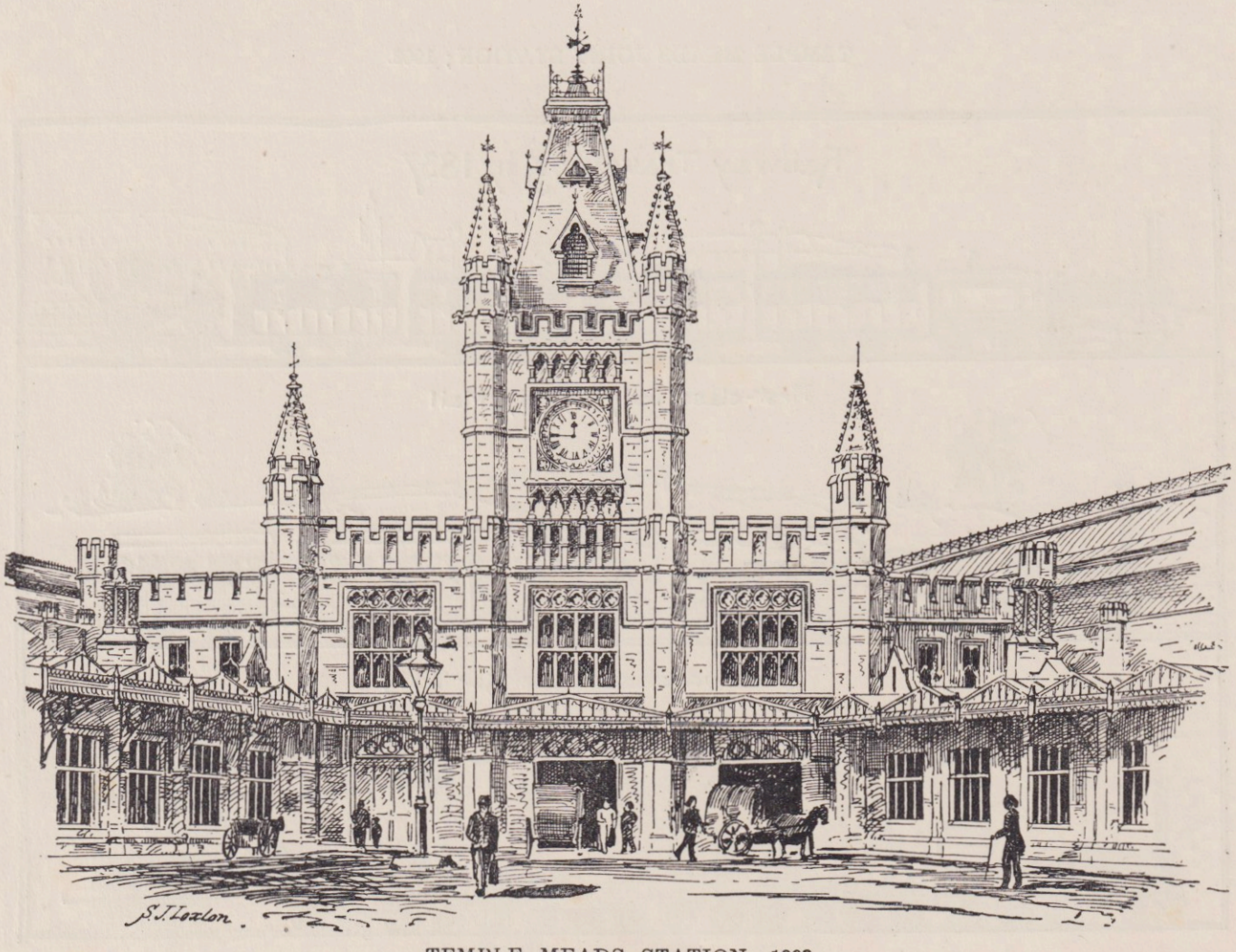
Ashton Gate is only required for excursions when a great football match is being played at the City Ground in its vicinity. Its existence is a standing testimony to the immense growth of public interest in that sport. To the list may, however, be added the **Avonmouth Pier** Station regularly used by special trains to and from the West Indian mail steamers. It should also be explained that the Royal Edward Dock plans provide for a well-appointed station in the vicinity of the south pier of that undertaking. The whole of these stations are in the municipal area, communication within which to-day is carried on more largely by electric street car than by dependence upon the less frequent service of trains. Staple Hill Station, on the Midland line, is a hundred and twenty yards outside the civic boundary, and Brislington escapes inclusion by about double that distance.



THE OLD STATION, TEMPLE MEADS.

CHANGES AT TEMPLE MEADS.

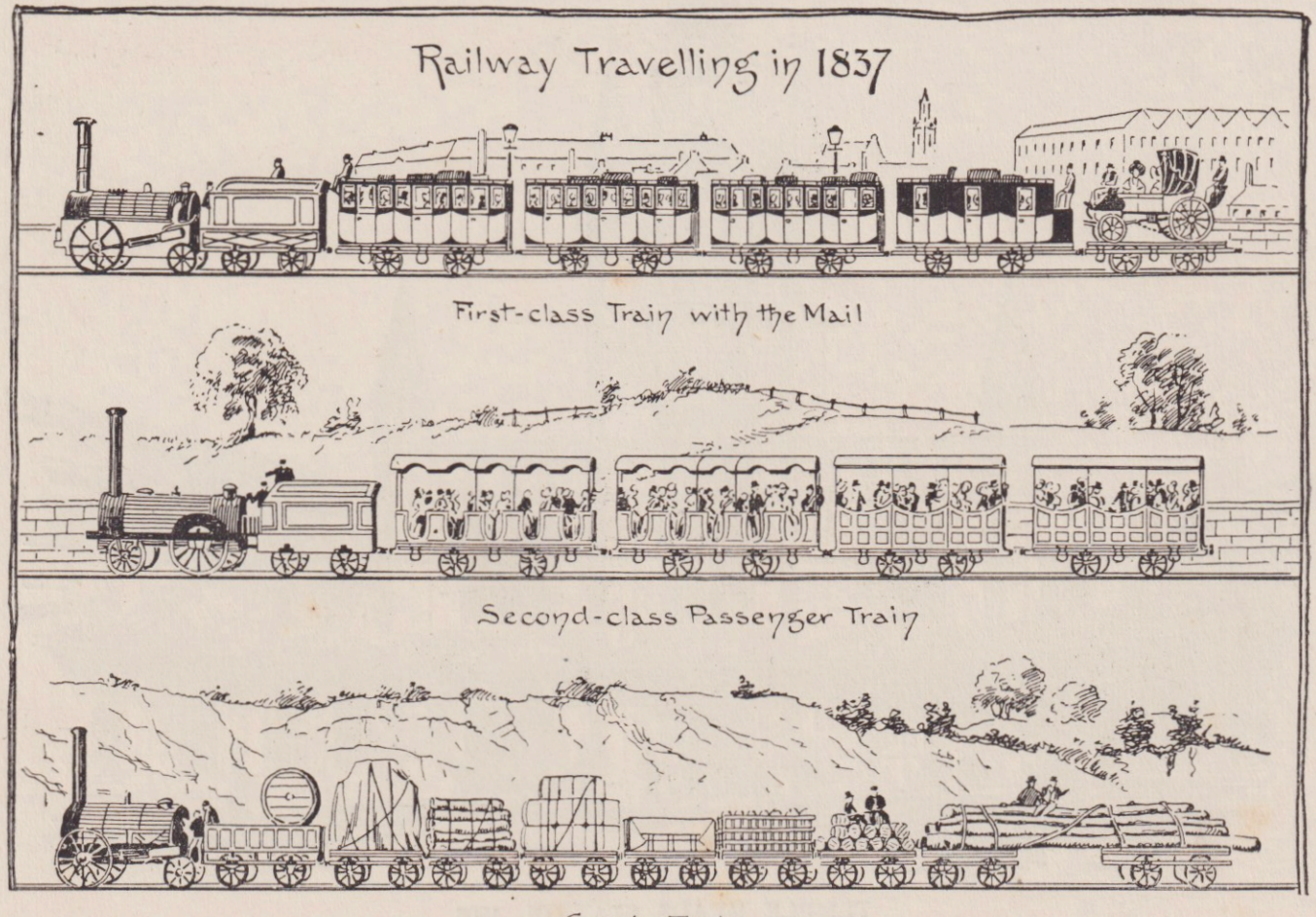
In 1858 Bristol's single station was a very different one from that with which travellers are



TEMPLE MEADS STATION, 1908.

TEMPLE MEADS STATION.

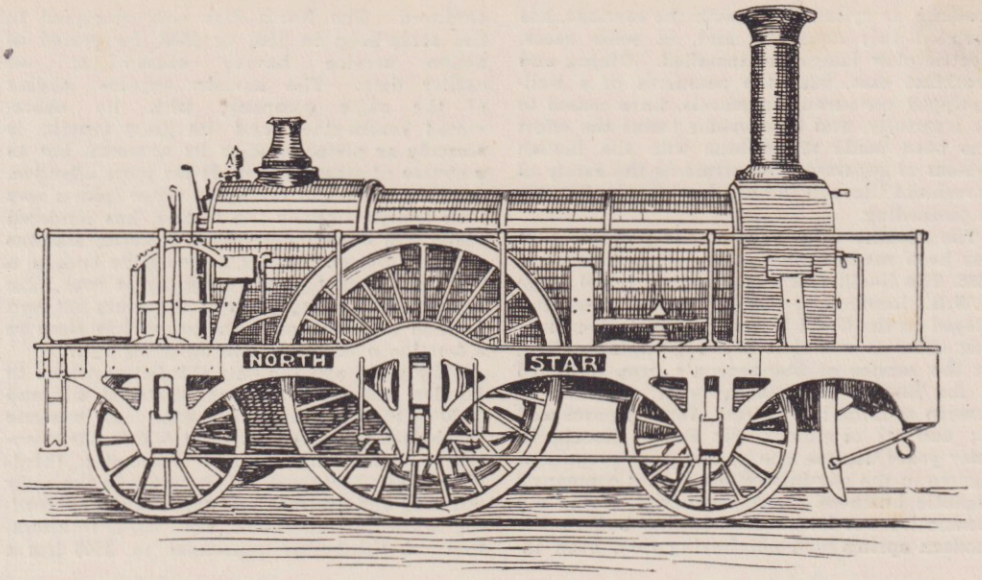
TEMPLE MEADS JOINT STATION; 1908.



now familiar. Its arrangements presented a remarkable illustration of the singular short-sightedness which occasionally characterises the cleverest of men. Stephenson, when confronted by a question with regard to a new line, at once pronounced for uniformity with the existing narrow gauge of the North, because he realised that railways were destined to be linked up into a great network of lines, over which through communication would take place. Brunel, almost impracticably in advance of his age in the matter of steamships, cherished the theory that the systems of various companies must remain quite distinct, each concern conducting its own traffic apart from that of others. The hindrance to commercial work through adherence to that mistaken policy has become a matter of history. The conditions at the old Bristol railway station typified the isolation theory. The Bristol and Exeter Railway joined the Great Western at right angles, and, to pass a train from one system to the other, involved uncoupling the coaches, putting them separately on a turntable, and re-assembling them when the required alignment had been secured. That was afterwards improved upon by a plan under which a train could be taken round a siding, and backed on to the other company's track.

In 1865 a Bill was introduced to enable the Great Western, the Bristol and Exeter, and the Midland to unite in erecting a new joint station, but disagreement as to proportionate liability led to considerable delay, and in 1870 a contemporary opinion on the Bristol and Exeter Station, expressed at a meeting of the shareholders of that company, was that it was "the most disgraceful, dangerous, difficult, and impracticable in Europe." The present station was started soon after this vigorous descriptive effort, and, within four or five years, the structure with which we are now familiar was in use. The ancient Bristol and Exeter portion has gone completely, but recollections of the old-time Great Western Station may be revived by inspecting the rather gloomy-looking building on the left going up the incline. Looking at the sketch of the exterior, elder Bristolians will remember when they went from the main street under the arch on the left hand, and mounted a flight of stairs to reach a Great Western train.

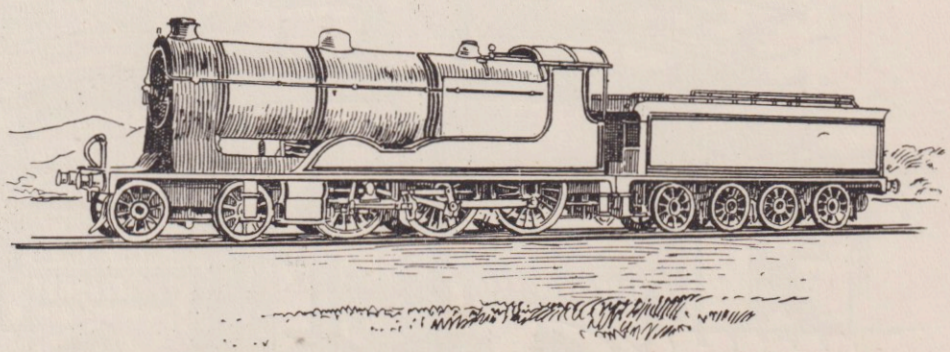
In recent years several changes have been made at Temple Meads in the effort to meet the ever-growing volume of traffic. The conversion of the tracks from broad to narrow gauge enabled additional room to be given to platforms; at considerable cost a new bay was constructed at the lower end of the down platform; and the old Great Western Station, for a time half deserted, has lately been put to more frequent use. With all these efforts to make the best of existing conditions, no one can visit the station during the period of holiday traffic without realising that more room is still required.



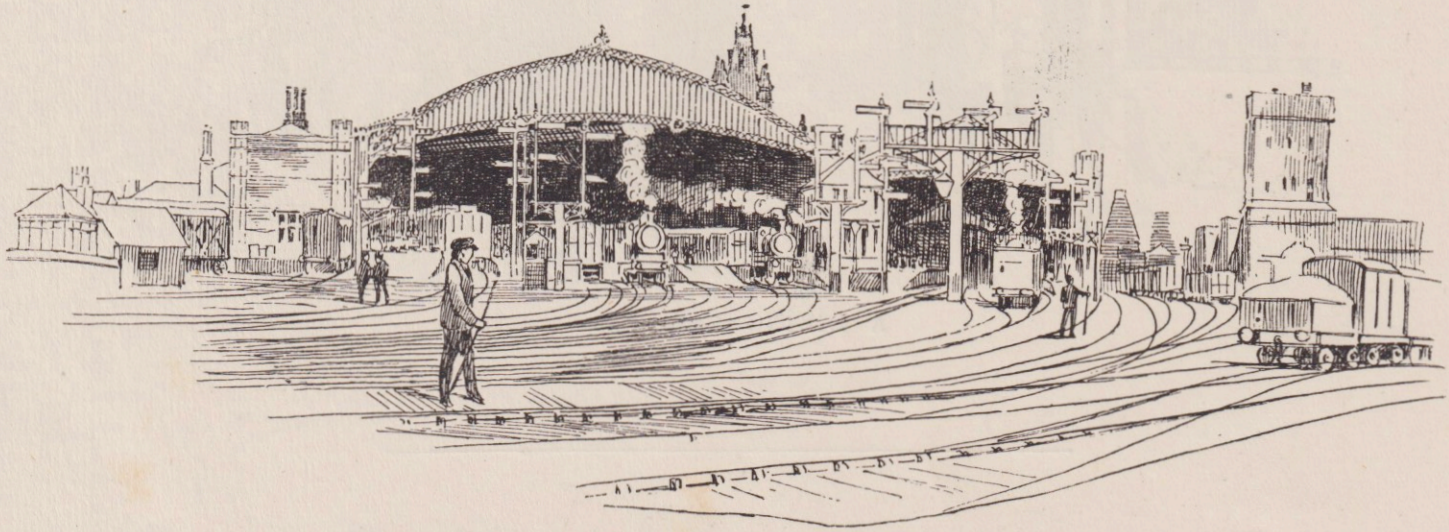
"THE NORTH STAR," A FAMOUS BROAD GAUGE ENGINE.

LUXURY OF MODERN TRAVELLING.

The illustrations depicting the conditions of travel at the beginning of the Victorian reign afford opportunities of comparison with twentieth century facilities. The Bristol Directory of 1858 heads the pages devoted to local railway information by pictures identical with some of those in the group. There are citizens who recollect journeys in third-class carriages devoid of windows, and many more who recall the hard, narrow seats, and the upright backs of the compartments of a later period. We may contrast them with the well-upholstered coaches of to-day, with their cushioned seats, padded backs, and modern arrangements for heating and ventilation. Not very long ago those who desired to read or write in comfort on a night journey had to carry candles: a convenient form of holder adhered by suction to the window-pane. Oil-gas of high illuminating power, stored, under



MODERN G.W.R. EXPRESS LOCOMOTIVE.



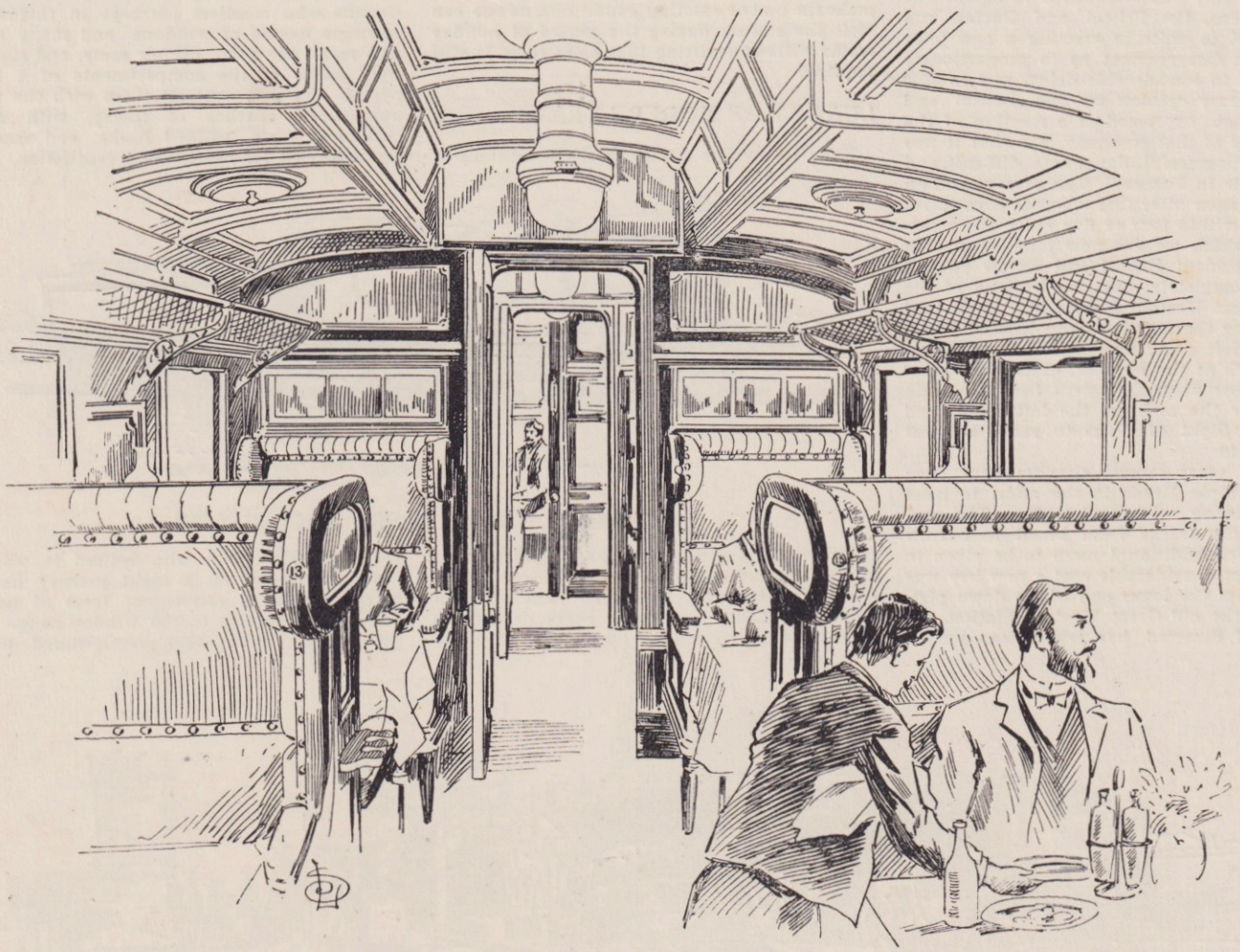
NORTH EASTERN END TEMPLE MEADS STATION; 1908.

pressure, in cylinders beneath the carriage, has obviated this necessity, and, in some cases, electric glow lamps are installed. Dining and breakfast cars, with the resources of a well-equipped restaurant on wheels, have ceased to be a novelty, and by corridor trains the effort has been made to combine with the British system of separate compartments the safety of movement through the coach while the journey is proceeding.

The sketches also suggest the progress that has been made in designing locomotives since 1858. The North Star was a historic broad gauge G.W.R. locomotive, one of the earliest employed on the Great Western system. A curious fact about it was that a young engineer, then in the service of Stephenson's firm, designed it for Russia. It was, however, destined to remain at home; the Great Western purchased it; and its originator, Sir Daniel Gooch, in later years became one of the most prominent figures in the administration of that company's gigantic business. One peculiarity of the old locomotive was its rounded leather buffers, the modern spring type not having then been introduced. The North Star was consigned to the scrap-heap in 1905 or 1906, its period of active service having ceased at an earlier date. The modern express engine of the same company, with its abbreviated smoke-stack and its great length, is scarcely as picturesque as its ancestor, but as a source of steam power, is far more effective. A recent device for taking up water from a very long trough between the metals, has rendered easier the non-stop journeys, between stations distant from each other, which have become a feature of recent years. Magnificent runs have been made, and on parts of the route between London and Plymouth the speed has risen to a fraction over ninety-five miles an hour.

Fifty years ago the only third-class trains to London were those leaving Bristol at 6.35 and 10.30 in the morning. To Exeter there was one third-class train daily, viz., at 5.30 in the evening. To Birmingham and Gloucester, third-class passengers travelled by trains in the early morning and afternoon, at times which, according to the announcement, were liable to alteration. A third-class passenger in 1908 has a choice of numerous trains; he travels in luxury compared with his predecessor; he can reach London in two hours' smooth running, and enjoy an excellent luncheon on the way.

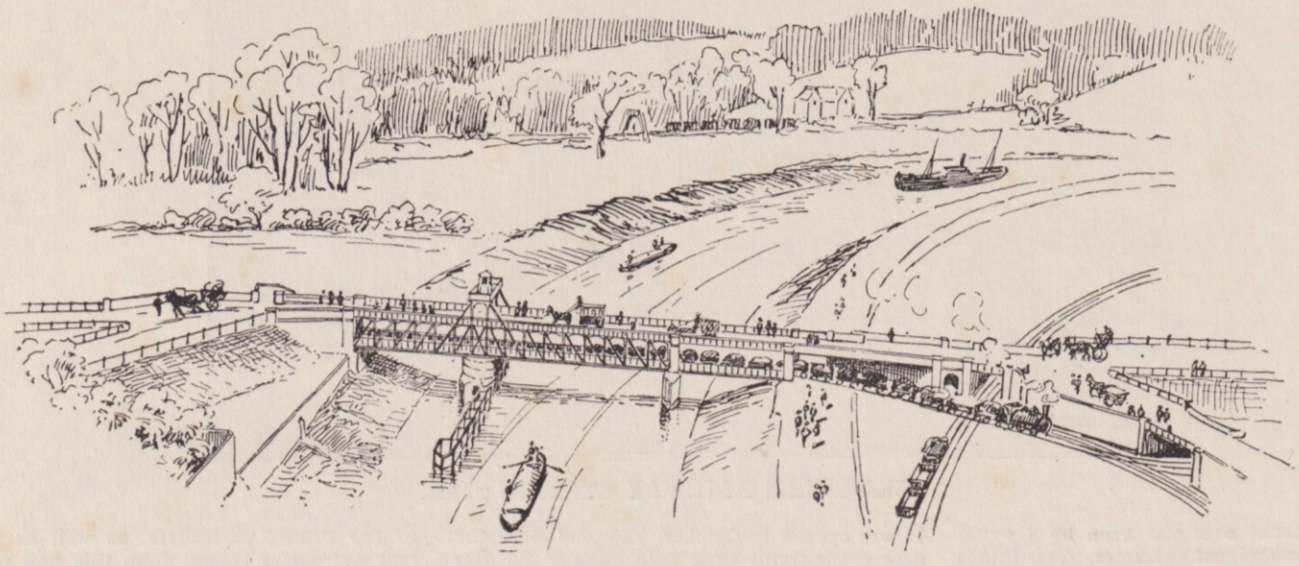
Besides the efforts to render fully available all the accommodation Temple Meads Station can give, steps have been taken, by diverting traffic, to relieve in some measure the congestion that tends to arise there. Most tourists are aware that it is now possible to travel from the South Wales Railway over a loop-line to the Bristol and Exeter section without passing through the Joint Station. In similar fashion, if occasion requires it, trains from the London main line may continue their journey to the West, or to South Wales viâ the Severn Tunnel, without entering Temple Meads. These outside links, designed to relieve the pressure on a busy station, have involved considerable constructional work near Temple Meads Station. The array of lines near Brislington for marshalling traffic, and the transformation of the adjoining tunnel into an open cutting, are additional changes brought about by increased business.



A DINING CAR, 1908.

NEW RAILWAY LINKS WITH BRISTOL.

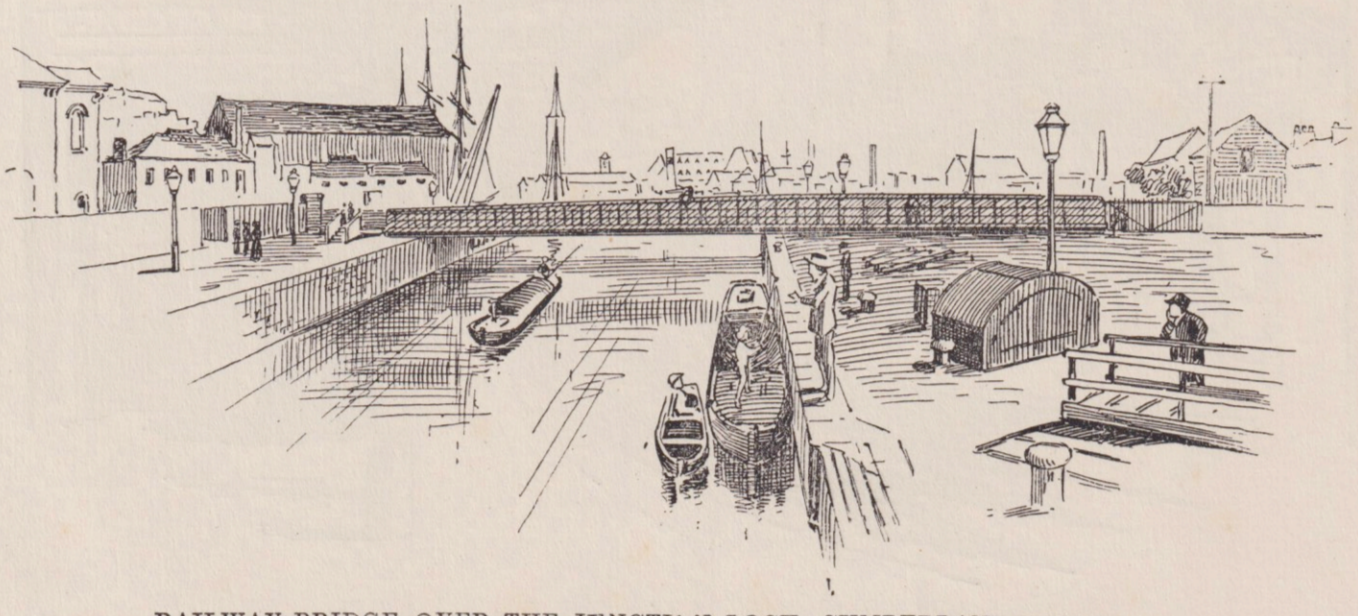
Bristol still lacks a central railway station, and some of the present generation may be surprised to learn that there was a time when this want seemed within range of realisation. This was in 1861, when "The Bristol and Clifton Railway Company" published a prospectus with the object of bringing the trunk lines into Queen Square, where a joint station was to be formed. A branch was to be carried to the lower slope of Brandon Hill, and a railway station placed there for Clifton. The Great Western Railway Company favoured the proposal, and made an offer which overcame financial difficulties, but the "fixed property party" defeated the scheme by local agitation and Parliamentary opposition. Other efforts with the view of securing a central station, and an alternative route to London, have had no more favourable result. If, however, the past half century has produced schemes which have, from one cause or another, failed to realise their promoters' expectations, not a few have matured and contributed to extend the railway facilities at the disposal of the public.



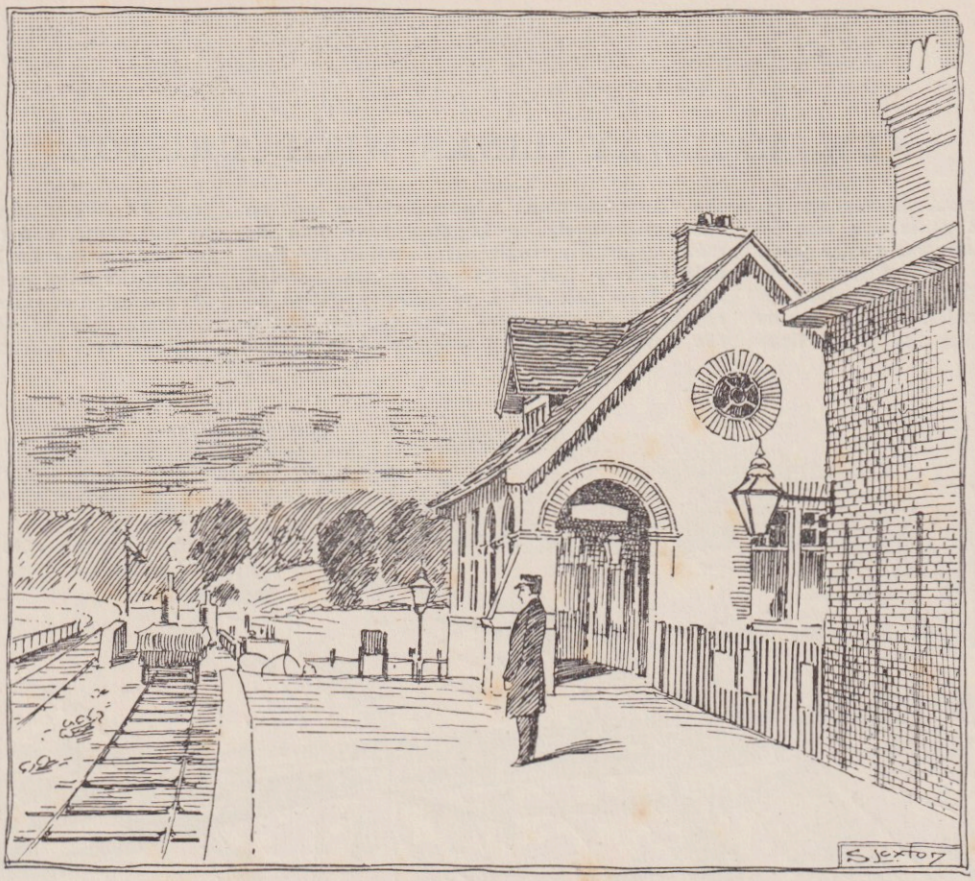
BIRD'S-EYE VIEW OF ASHTON SWING BRIDGE, 1906.

RAILWAYS AT THE DOCKS.

The Great Western Railway Company gained access to the south side of the Bristol Harbour in 1872 by a tunnel beneath Redcliff Hill. An immense volume of traffic has been despatched from Prince's, Bathurst, and Railway Wharves by this route, and the need for a better outlet and further facilities led to the construction of the relief line down Cumberland Road, the provision of railway communication on the northern side of the Harbour, where new wharves were constructed by the Corporation, and the creation of an important goods depôt at the back of the Cathedral. These schemes involved very large outlays by the city, and also by the railway company. The whole aspect of Canons' Marsh has been changed, and to link the new wharves and depôt with the main line a railway has been made along Mardyke, at the back of Hotwell Road, across the locks joining the Harbour and Cumberland



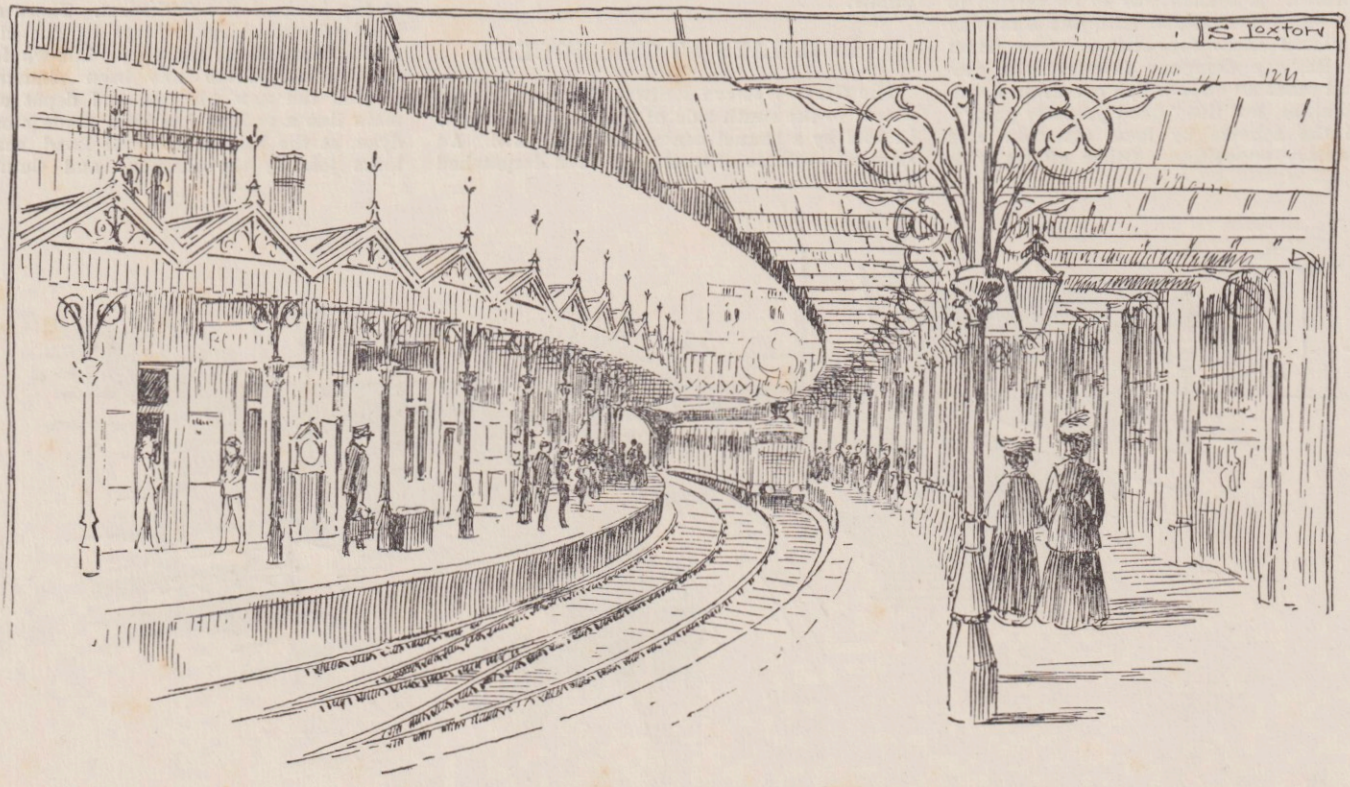
RAILWAY BRIDGE OVER THE JUNCTION LOCK, CUMBERLAND BASIN, 1906.



SEA MILLS RAILWAY STATION; 1908.

Basin, and thence over the Avon by a swing bridge of an exceptional character. This bridge weighs a thousand tons, carries the trucks on a lower deck, and public traffic on an upper one reached by inclined approaches from Hotwells and Ashton. The Great Western Company bore a share of the cost of this fine structure It was opened in October, 1906, and since that date goods trains from both sides of the Harbour have crossed the river to join the Bristol and Exeter main line on the southern outskirts of the city. With railway lines brought within three minutes' walk of St. Augustine's Bridge, some have been tempted to ask whether, in the future, passengers, as well as goods, may not derive benefit from this new railway link.

The Midland Railway Company have on occasions acted as pioneers in departures for the benefit of the public, but many think the directors have adopted an over-cautious



CLIFTON DOWN RAILWAY STATION; 1908.

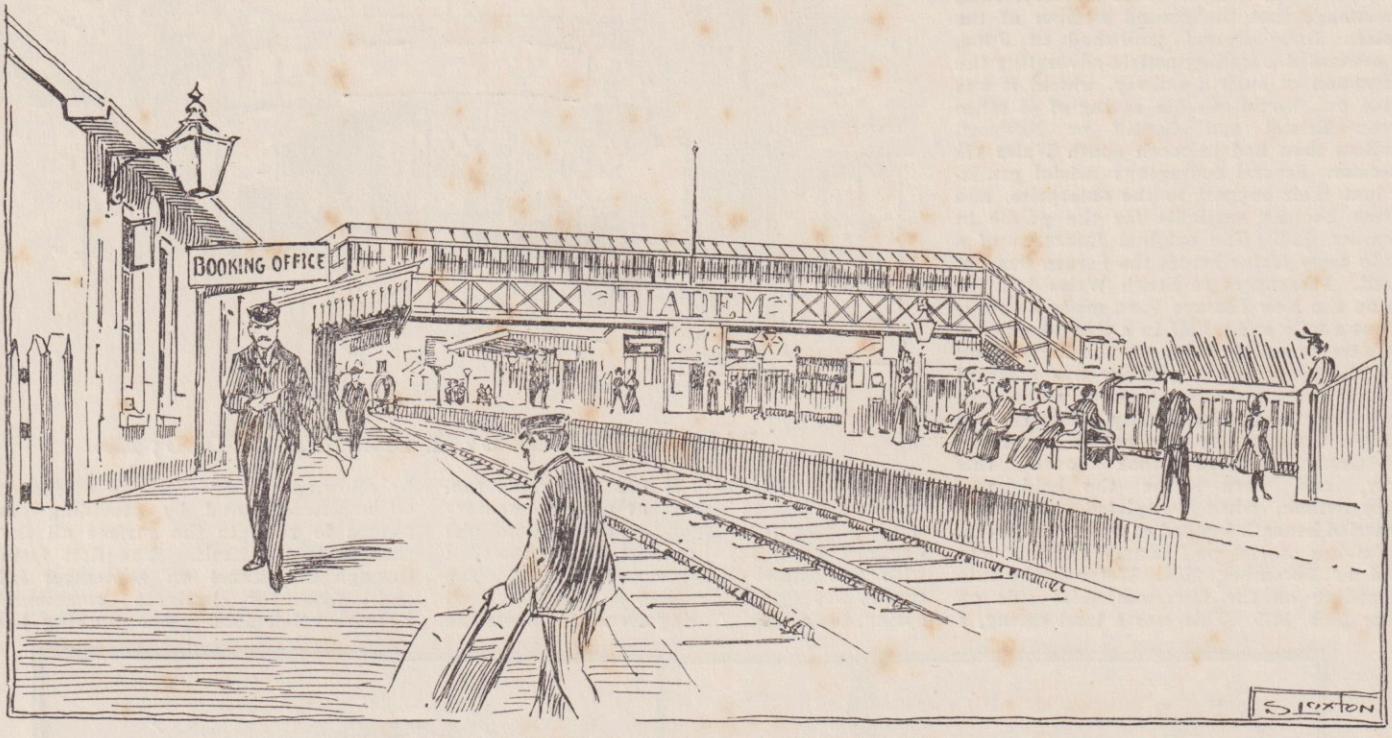
policy in leaving the old city wharves to a rival. This is partly compensated for by a system of taking goods from the ship's side into barges, from which they are transferred to the railway trucks at waterside depôts. At Avonmouth Docks both companies are on an equal footing.

LINES TO AVONMOUTH.

The opening of the Port and Pier Railway on March 6th, 1865, was one of the first steps towards the development of a shipping business at Avonmouth. Nature, as well as human activity, has since then caused great changes at the river's mouth. The pier, which gave the company part of its name, reached out to the old north channel of the Avon; this afterwards silted up and became covered with grass, the tide meanwhile having found a new channel on the other side of Dumball. In the last few years both the silted-up channel and Dumball have become lost in the Royal Edward Dock works. The Port and Pier line, with its Bristol station at Hotwells, was detached from the general railway communications of the country, but this was remedied by the Clifton Extension Railway, opened October 1st, 1874.

The connection between Redland and the Avon Gorge involved tunnelling through the hard black-rock. Percussion drills would probably now be used for boring the holes for blasting charges, but beneath the Downs the cutting facets of black diamonds were utilised. These crystals were fixed around the end of a steel tube, so as to form a kind of auger. The tube, rapidly revolved by compressed air, was advanced so that its diamond points came into contact with the rock, and water forced through the tube washed away the grit and kept the tube cool. A smooth-surfaced core was cut out by this drill, and the blasting charge then inserted.

It is an extraordinary fact in connection with local railway history that for ten years passenger traffic was not carried beyond Clifton Down owing to a trivial dispute as to the cost of a signalling station at Sneyd Park Junction. This railway is in the joint ownership of the Great Western and Midland Companies. Until quite recently the route from Sneyd Park Junction to Avonmouth consisted of a single track. With the increase of dock traffic this was obviously a state of things that could not indefinitely continue, and, in 1906,



LAWRENCE HILL RAILWAY STATION; 1908.

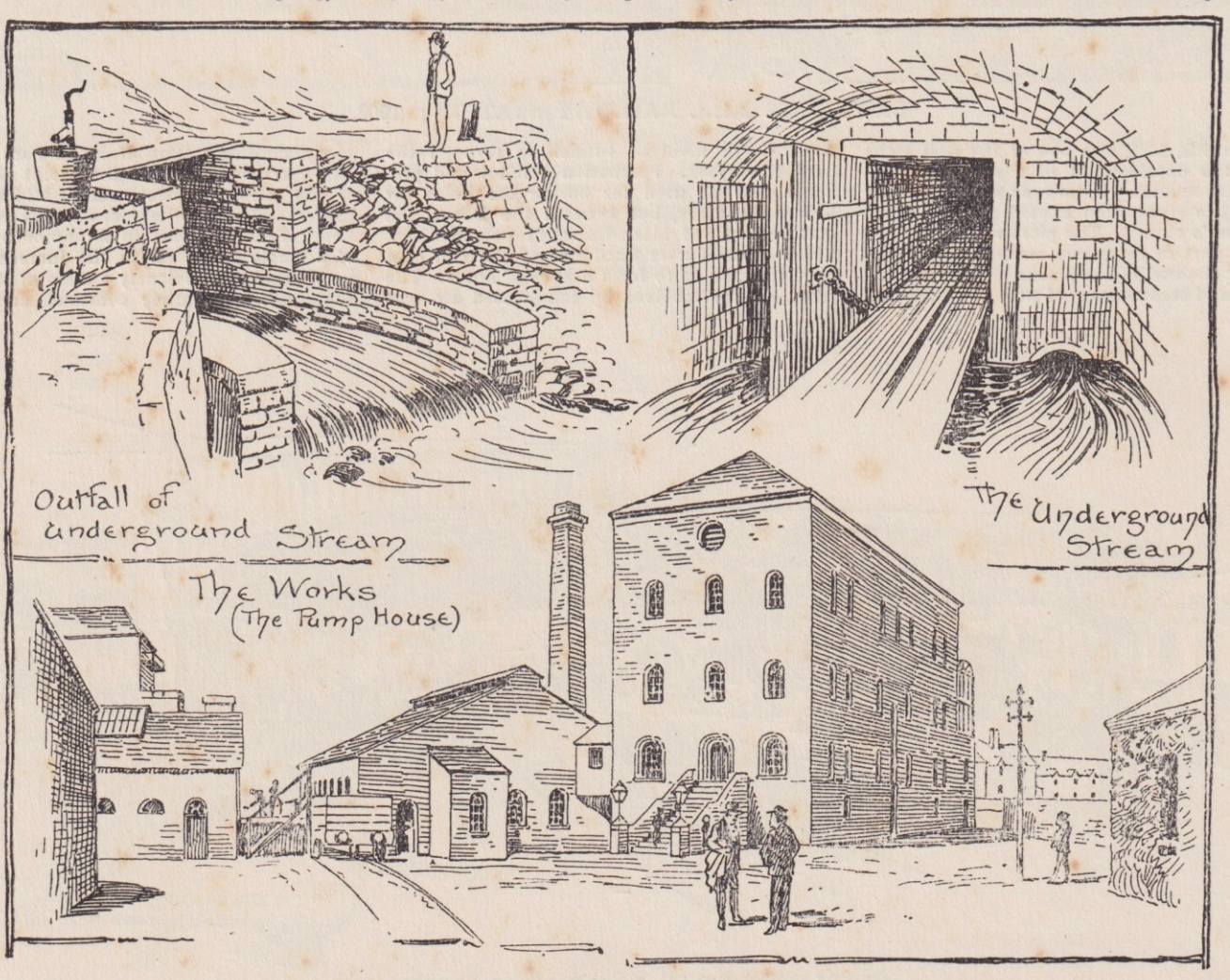
STAPLETON ROAD RAILWAY STATION; 1908.

the line was doubled. The scheme involved a new steel bridge over the creek at Sea Mills, the enlargement of the cutting between Horseshoe Bend and Shirehampton Park, and was accompanied by the improvement of the stations at Sea Mills and Shirehampton.

BRISTOL AND SOUTH WALES.

Fifty years ago there was no direct line from Bristol to South Wales. It is an interesting circumstance that the second number of the 'Western Daily Press,' published in June, 1858, contained a leading article advocating the construction of such a railway, which, it was pointed out, would effect a saving of 56 miles between Bristol and Cardiff or Newport. Travellers then had to reach South Wales viâ Gloucester. Several courageous Bristol gentlemen lent their support to the enterprise, and the line became available for the public in September, 1863. The original intention of a ferry to carry trains across the Severn was not realised. Passengers to South Wales left the train on the New Passage Pier, made a voyage of about a mile and a half in a steam-boat, and found a train awaiting them on the Portskewett Pier. The break in the journey was pleasant enough in fine weather for those to whom time was no object, but, occasionally, when the sea ran high, the crossing was not so agreeable. The Great Western took over this railway, and then came the bold project by which, when completed, the traffic was carried beneath instead of upon the Severn. The driving of the preliminary heading was started in December, 1874. Water broke into the heading on the Monmouthshire side on October 18th, 1879. This was a land spring, a miniature river, which it was afterwards proposed to bring to Bristol as a supplementary water supply for the city. The stream was dammed back, the headings were proceeded with, and joined on September 7th, 1881. The tunnel was again inundated by the same land spring, the difficulty being eventually overcome by allowing the underground discharge to go on unfettered, and by providing enormous pumps to raise to the surface all the water that presented itself. The first train went through the tunnel on September 3rd, 1885, and passenger business commenced on December 1st, 1886. The working has been

RAILWAY BRIDGE OVER STAPLETON ROAD; 1906.



THE SEVERN TUNNEL AND STREAM; SKETCHED 1898.

remarkably free from difficulty, and traffic has increased so that the capacity of the accommodation has been severely taxed. The scheme was said to have cost, roundly, £2,000,000. The tunnel is four and a half miles long, of which about a mile and a half is beneath the Severn.

A SUCCESSION OF SCHEMES.

The success of the Severn Tunnel has led to additional schemes. One of considerable importance was the construction of the Bristol and South Wales Direct Railway, which affords Bristol, as well as Wales, a shorter route to London, and one adapted for fast travelling, owing to curves and gradients being particularly favourable. This enterprise also involved heavy work, cuttings, viaducts, and tunnels being numerous and costly. The opening for passenger traffic occurred on July 1st, 1903. Another consequence has been the construction of the Severn Tunnel Junction Railway, on the banks of the Severn to Avonmouth, and its opening on February 5th, 1900. In 1907 the Great Western Company commenced the formation of a railway to connect their Bristol and South Wales Direct line with Avonmouth. This link passes through Hallen and Henbury, and joins the Direct line at Filton.

During the past half-century Bristol has obtained railway access to several districts in addition to those named. The Bristol and North Somerset Railway was opened on September 3rd, 1873, and taken over by the Great Western Railway Company eleven years later. On August 4th, 1869, the Midland Company supplied an alternative route to Bath by carrying a line from that city to Mangotsfield. Early in the following year the station on The Batch came into use. Thornbury was connected with the company's system at Yate on September 2nd, 1872. Cheddar and its charming valley could not be reached by rail fifty years ago; access was given by the line opened on August 3rd, 1869. Ten years later (October 17, 1879) the Severn Bridge railway was completed. The construction of the Portishead railway led to its opening on April 16th, 1867, and in 1884 it was acquired by the Great Western Railway Company.

EXCURSIONS AND CHEAP TICKETS.

Excursions for short and long journeys were no novelty in 1858. A change, however, has occurred in this as in most other matters. The modern tendency has been to develop fast excursions to distant stations, while making shorter trips comparatively expensive. Middle-aged Bristolians recollect the time when shilling day-trips to Weston-super-Mare were extremely popular. Thousands travelled by them. The carriages were not luxurious; the long platform at Pyle Hill, used for excursionists, afforded accommodation of a primitive kind. From Weston Junction horses hauled the trains to the seaside station. But despite drawbacks, the public appreciated the Bristol and Exeter Company's plan of issuing these return tickets for "a nimble shilling." To-day the comfort of travelling is much greater, but people with long families think enviously of the old days. From Clifton Down a pleasure ticket to Weston-super-Mare, about 24 miles distant, costs two shillings. The charge is the same to Clevedon, although the distance is half a dozen miles less. Yet, in pursuance of the policy of encouraging the long-distance journeys, the Great Western Company at times run admirable excursions to Minehead (70 miles away) for two shillings and ninepence; Weymouth can be reached by special bookings for three shillings; and the public are not unfamiliar with day excursions to Newquay for six shillings. On the Midland Railway long-distance special bookings are equally good and cheap. Three shillings for a return ticket to Birmingham is a popular example.

A FEW OF THE RAILWAY OFFICIALS.

Numerous changes have occurred in the officers responsible in Bristol for the conduct of railway work. Fifty years ago the Bristol and Exeter Railway was under the management of a separate company. On December 17th, 1875, meetings of shareholders of the Bristol and Exeter, South Devon, and Great Western Companies agreed to the amalgamation scheme, and to-day the Great Western control extends from Paddington to Penzance.

1858.

Great Western Company.—Superintendent, at Bristol, Mr Thomas Graham; superintendent of goods department, Mr James Stark; stationmaster, Mr F. P. Gardiner.

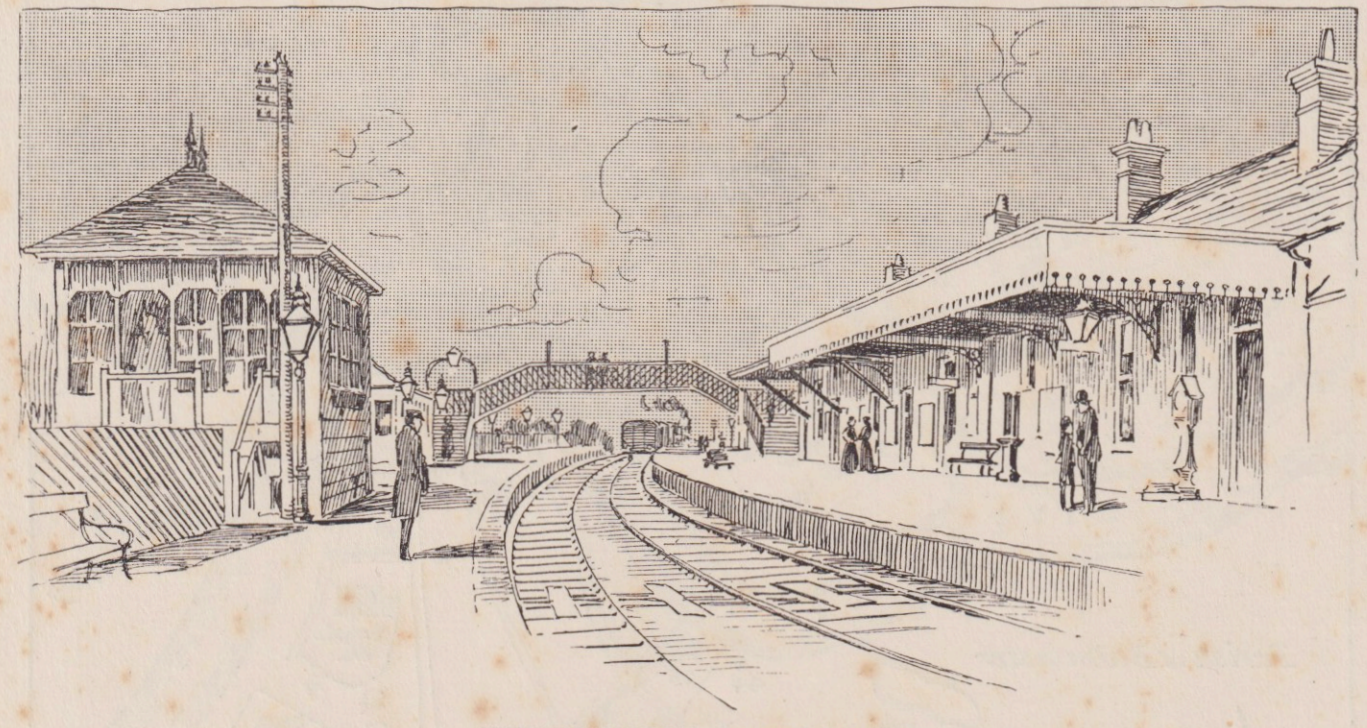
Bristol and Exeter.—Secretary, Mr J. R. Horwood; superintendent, Mr Dykes; stationmaster, Mr R. Jones.

Midland.—Stationmaster, Mr White; goods agent, Mr Toplis.

1908.

Great Western Railway.—Mr C. Kislingbury, divisional superintendent; Mr H. R. Griffiths, assistant divisional superintendent; Mr C. E. Wildsmith, district goods manager; Mr G. Payne, assistant goods manager; Mr W. K. Laurence, divisional engineer; Mr W. Phillips, divisional locomotive superintendent; Mr W. Orton, Joint Station superintendent; Mr E. J. Evans, G.W. stationmaster.

The Midland Railway Company decentralised its management as recently as 1901, and the district officers covering the West of England are Mr W. Newton, divisional superintendent; and Mr F. C. Pakeman, district goods manager. Mr G. Smith is the Midland stationmaster.



SHIREHAMPTON STATION, 1908.

SOME BRISTOL ANTIQUITIES:

THE WALLS, GATES, & CASTLE.

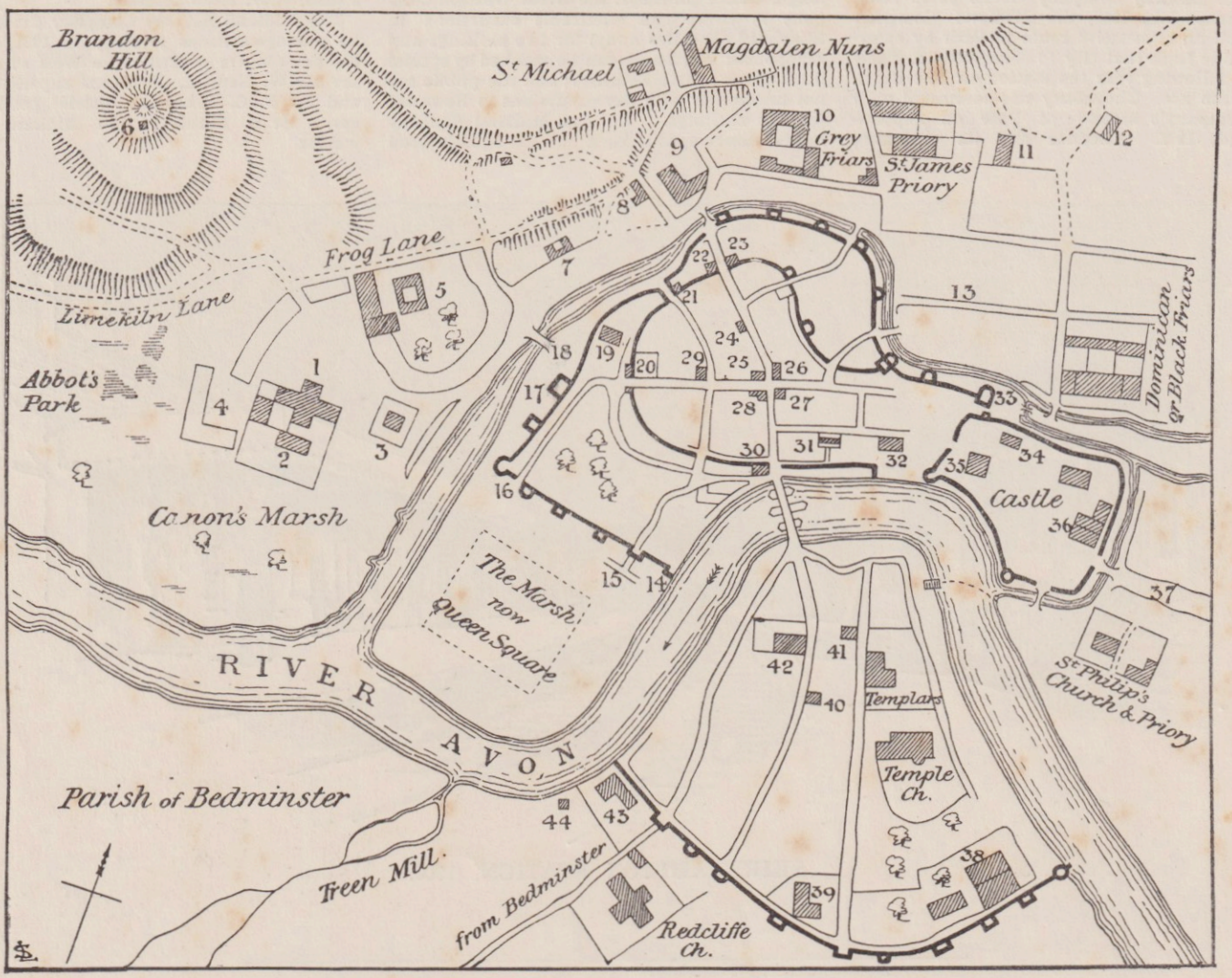
Twentieth century Bristol possesses more that is modern than ancient, but those who examine its features cannot go far without finding themselves in touch with the events and conditions of an earlier period. The antiquary deplores that so many characteristics of the old city have disappeared; civic representatives in 1908 have had confronting them problems of how to meet the needs of the community without sacrificing relics of other ages which still remain.

A MAP OF ANCIENT BRISTOL.

The work of destruction has been so great, and the changes in old-world aspects so complete, that even those who know their city well find Mr Seyer's map useful in recalling its topography. It was drawn to show Bristol between 1250 and 1350. It gives, therefore, the new channel of the Froom. With its aid the dual course of the stream east of Fairfax Street can be followed, and also that of the Castle Moat, between the Broad Weir and the Avon. The map, with its numbered references, enables an idea to be formed of the lines taken by the city walls at several periods, and assists in the location of the gates long since demolished. The tide at the period to which the map referred, and, indeed, until a hundred years ago, flowed up the Avon as far as Hanham, or beyond, and also scoured the channel of the Froom in the vicinity of the city. Bathurst Basin is now found close to the spot where "Treen Mill" is marked on the map, and many other places are indicated by numbers.

Seyer's references to the numbers in the map are as appended. In several cases comments, suggested by the difference in names or altered conditions in 1908, are given in brackets to distinguish them from the historian's words:—

1.—"Abbey Church of St. Augustine." (The Cathedral.)
2.—"Abbot's Lodgings, Cloisters, and parts of the Abbey."
3.—"Parish Church of St. Augustine-the-Less."
4.—"Lower or Inner Green." (The houses on the southern side have been swept away by the construction of Anchor Road.)
5.—"The Monastery of St. Mark, situate on St. Augustine's Green." (The Lord Mayor's Chapel.)
6.—"Chapel of St. Brendon; it was on the highest part of the hill." (The hill is now crowned by the Cabot Tower.)
7.—"The Monastery of the Carmelites; the road, which ran through their garden on the north, above their house is now Trenchard Lane, above which is their lodge, called the Red Lodge." (The "Great House" was built on the site of the Carmelites' friary by John Young, who entertained Queen Elizabeth there in 1574 and was knighted. Later, the house became the Colston School for boys, and afterwards was pulled down to make way for Colston Hall. During the excavations for the Gas Company's new office human remains were discovered; they were believed to be relics of the Carmelite period. Sir John Young is also credited with the erection of Red Lodge. Miss Mary Carpenter resided near, and, with the aid of Lady Byron, established the reformatory for girls which is carried on in the building.)
8.—"The Three Kings of Cologne, or Foster's Almshouse." (The almshouse is at the top of Christmas Steps, and has been rebuilt.)
9.—"The Priory of St. Bartholomew, afterwards the City School." (The Grammar School



BRISTOL BETWEEN 1250 AND 1350, FROM SEYER'S MEMOIRS.

CITY WALL, TOWER NEAR BRIDEWELL; DEMOLISHED 1879.

used it prior to the City School, and it is now utilised for commercial purposes.)

10.—"The Grey Friars, or Franciscans; their garden, &c., is separated from the Bartholomews by Johnny Ball's Lane. The small house in the corner, in St. James's Churchyard, is a small friery." (Very little of the Franciscan monastery has survived to the twentieth century.)

11.—"St. James's Barton with the Grange."

12.—"The Full Moon, apparently a very ancient hostellerie."

13.—"Broad-Mead."

14.—"The Marsh Gate on the Back." (The gate has been demolished.)

15.—"A part of the present King Street."

16.—"Marsh-Street Gate." (The gate long ago disappeared.)

17.—"Veill's Great Tower."

18.—"The Bridge, now the Drawbridge." (The earliest bridge at this spot as far as is known was that erected at the beginning of the eighteenth century. St. Augustine's fixed Bridge—the Tramway Centre—occupies the position now.)

19.—"St. Stephen."

20.—"St. Leonard's Church and Gate." (Both demolished in 1771 in the formation of Clare Street.)

21.—"St. Giles." (The church is believed to have stood over the gate at the bottom of Small Street, and to have been demolished in 1319. The gate was pulled down much later.)

22.—"St. Lawrence." (It stood next to St. John's Church at the bottom of Broad Street, and long since disappeared.)

23.—"St. John." (The tower of St. John's was built over the gateway in the old town wall; both gateway and church still stand. Mr Alfred Harvey says the tower of St. John's was once common to that of St. Lawrence.)

24.—"The Guildhall."

25.—"St. Ewen." (Part demolished in 1795, and the rest in 1820, to make way for the present Council House.)

26.—"Christ Church."

27.—"St. Andrew." (Tradition assigns a church to this spot, but evidence of the fact is wanting.)

28.—"All Saints and the Calendaries."

29.—"St. Werburgh." (At the corner of Corn and Small Streets. It was pulled down and re-erected in Mina Road, Baptist Mills. The London and South Western Bank occupies its site.)

30.—"St. Nicholas."

31.—"St. Maryport."

32.—"St. Peter."

33.—"Newgate." (Demolished.)

34.—"St. Martin in the Castle." (The Castle church, and, with small exceptions, the whole of the fortress have gone.)

35.—"Earl Robert's Great Dongeon Tower."

36.—"The Great Hall and the chapel and rest of the Palace."

37.—"The Old Market."

38.—"The Austin Friers, within Temple-gate."

39.—"Spycer's Hospital." (It stood in Temple Street. Mr John Evans, writing in 1824, refers to the site as being then "marked the Swan public-house, &c.")

40.—Burton's Almshouses." (Thomas Street.)

41.—"Weavers' Hall and Hospital." (The Weavers' Company in 1786 ceased to maintain a hall, and the building was for a time used as a Jewish Synagogue prior to the erection of the new one in Park Row.)

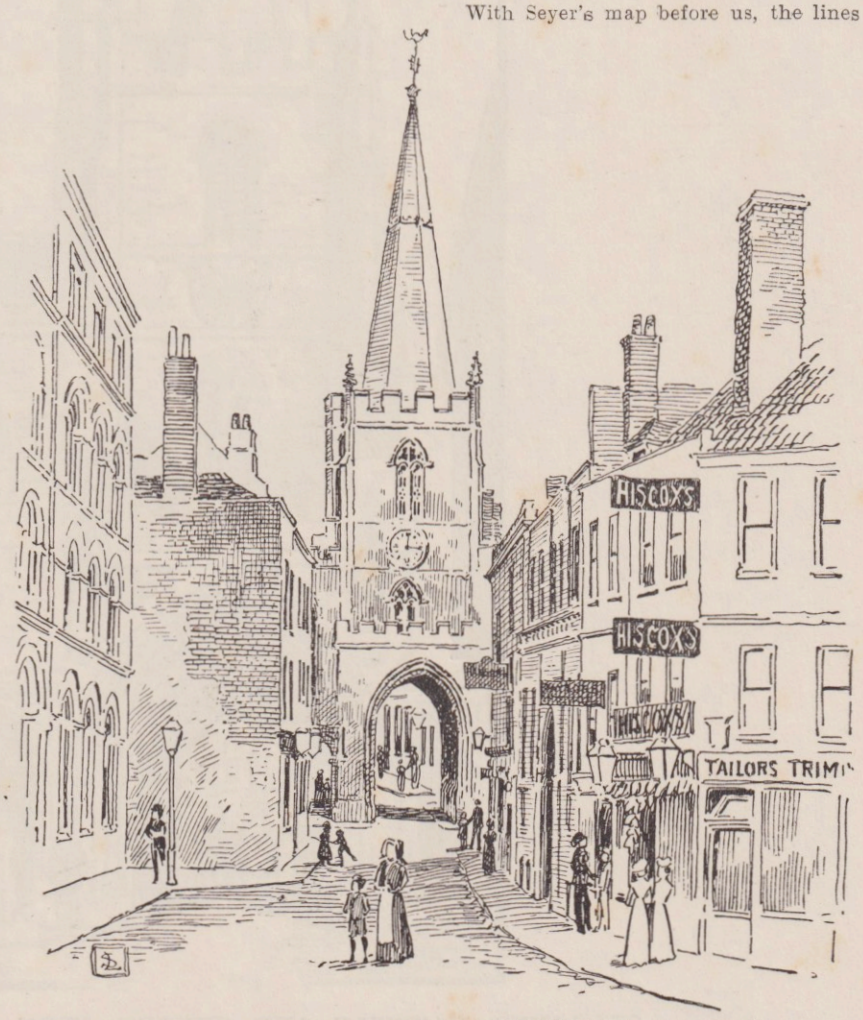
42.—"St. Thomas's Church."

43.—"The Austin Friers of St. John Baptist in Redcliff Pitt, with a chapel of their's in Redcliff church-yard."

44.—"A hermitage on the rock." (Hewn in the red sandstone of Redcliff, near the Harbour.)

THE WALLS OF THE CITY.

With Seyer's map before us, the lines taken



ST. JOHN'S GATEWAY, FROM CHRISTMAS STREET; 1903.

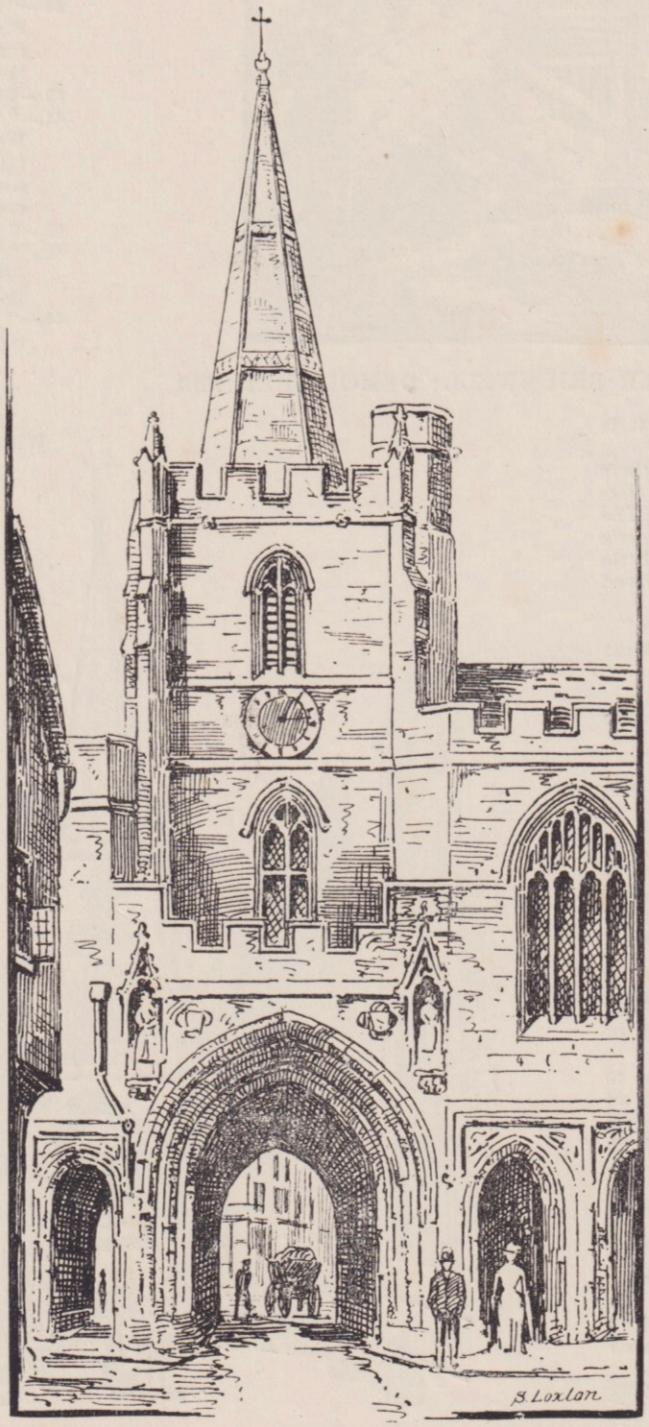
by the old town walls can be traced. In the earlier period it was not deemed necessary to enclose within the rampart more than a small area—about 19 acres. The southern line of the Norman (or Saxon) defences will be seen to begin by the river near the rear of St. Peter's Hospital (close to 32 on the map). From there to Bristol Bridge the black line suggests that it was deemed advisable by the builder to leave a strip of ground on the river's bank for ships to land their commodities. Bridge Street, the lower end of High Street, and Nicholas Street marked the continuation of the rampart. St. Leonard's Gate stood at the foot of Corn Street, and Stuckey's Bank was built close to its site. From this point the direction is more apparent to an explorer. St. Leonard's Lane leads a pedestrian to the bottom of Small Street, but no traces remain of the old gate which stood there. Bell Lane, St. John's Gateway, Tower Lane, St. John's Arch, mark the defence line. From St. John's Arch, Tower Lane has been widened and bounded by Messrs Fry's new factory. After the Pithay, the direction of the original wall is a matter of conjecture. It is supposed to have passed at the back of the houses on the north side of Wine Street, and Narrow Wine Street, to have then turned to the south, across Peter Street, and down to the river bank.

At a later period the value of the Froom in the plan of defence appears to have been recognised, and this explains the outer black line in the map following the course of that stream from Newgate Hill (numbered 33 on Seyer's map) nearly to Queen Square. Thence a straight piece of wall was carried across to the Welsh Back. This outer wall was lofty, was from eight to ten feet thick, and at intervals towers were provided to assist in its defence. One of these towers on the bank of the Froom by the Bridewell was referred to in the chapter on underground waterways of Bristol. A sketch of it is reproduced from an old print. This tower stood until 1879. Another later wall enclosed Redcliff and Temple.

Of the walls of Bristol scarcely any portions now remain. Traces of former conditions were discovered in excavating for the new factories built in the Pithay district for Messrs J. S. Fry and Sons, Ltd., and masonry in Fairfax Street has been pointed out as part of the old line of defence, but it does not repay inspection.

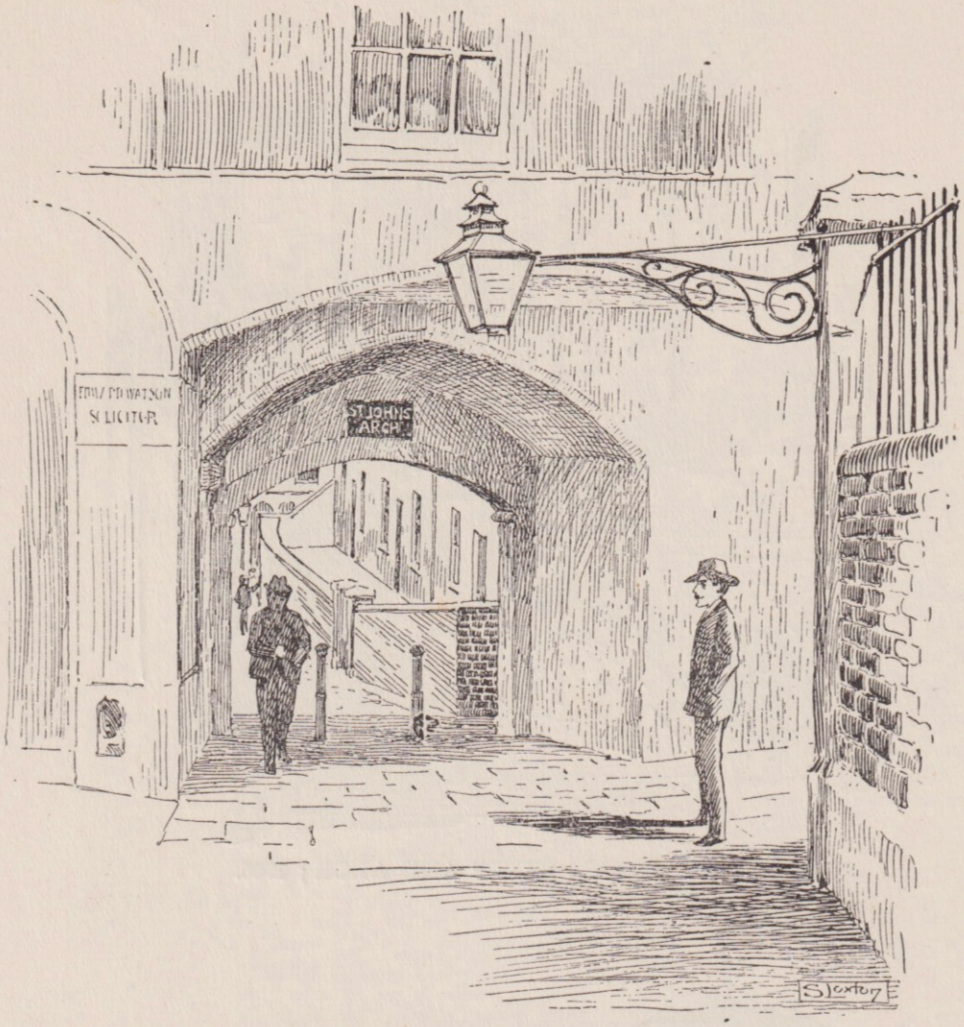
THE CITY'S GATES.

Of the numerous gates two only have survived. The others stood long enough to hamper the traffic of the growing borough. They aroused from time to time the indignation of citizens, who found them to be ob-



ST. JOHN'S GATEWAY AND CHURCH, FROM BROAD STREET; 1883.

stacles to free progress, but a lethargic Corporation in most cases hesitated to pronounce sentence of demolition until repeated protests had been made. It will be convenient to take the gates in order, first dealing with those through the inner wall of the town.



ST. JOHN'S ARCH, JOHN STREET; SKETCHED 1905.

St. Nicholas Gate is one of the four pictured in the curious plan in Ricart's Calendar, a reproduction of which appears on page 14. It was notoriously obstructive to traffic, and John Wesley regarded it as a miracle that he escaped fatal accident when passing through it in 1747. He was thrown from his horse by the shaft of a cart also passing through the narrow aperture, and the founder of Methodism left it on record that the wheel of the vehicle grazed his head. The danger to pedestrians was so great that a proposal to construct a passage through the crypt of St. Nicholas Church was seriously considered. That was eight or nine years before Wesley's accident illustrated the perils of traffic. The passage through the ancient crypt was not carried into effect, but a couple of houses were pulled down next to the gate as an alternative plan. The chancel of old St. Nicholas Church extended over the gate, and, about 1762, when the obstruction was removed, the church was rebuilt.

St. Leonard's Gate was a curious one, and is also pictured in Ricart's quaint delineation of the city. It was an example of the kind of obstacle to free intercourse tolerated by by-gone generations. Several roads branched off from the bottom of Corn Street, and St. Leonard's Gate (sometimes called Baldwin's Gate) served for the group. "A dark, tortuous passage" communicated with Marsh Street (called Skad-pull Street), Baldwin Street, and Fisher Lane (now St. Stephen Street). Mr John Evans bases on "A Plan of St. Stephen's Church and its Environs" a description of the conditions in 1770. "In the view down Corn Street from the Post Office, instead of the Froom and St. Augustine's Back, was seen the termination of St. Nicholas Street in front of the Goat Public-house, sharing more than half the width of Corn Street with the Blind Gate (anciently Baldwin Gate and St. Leonard's Gate), an arch on the spectator's right-hand supporting the east end of St. Leonard's Church. Half-way under the church the gate led, on the left, into Baldwin Street, and with a curve to the right into Fisher Lane, now forming St. Stephen Street." The church, gate, and the Goat Public-house (within the gate) were taken down in 1770 or 1771. The construction of Clare Street was commenced soon after this; Stephen Street was opened in 1771.

St. Giles's Gate, at the bottom of Small Street, stood long after the chapel of that name had gone. In 1774 the Council agreed to the proposal to demolish the gate.

St. John's Gateway, Broad Street, has survived, but has been altered somewhat. It was completely rebuilt in the fourteenth century, and in later years side arches were cut through to accommodate pedestrians. The conduit, now in Nelson Street, was formerly within the town wall, and discharged at the corner of Tower Lane and Broad Street.

St. John's Arch is a gateway through the early town wall, at this point approximating 10 feet in thickness. There formerly rose above it the "Dove Tower," the approach to which Mr Pryce tells us was by a winding staircase, long since either destroyed or built up. It was also known as the "Tower gateway" and the "Postern gate." In place of the Dove tower, St. John's Arch had long ago built over it rooms now used as offices. Messrs Fry's factory extension scheme of 1901 affected the buildings in Tower Lane, so that this archway superstructure has had to be shored up; it presents a singular appearance as a result. In the sketch of the west side the wall of St. John's Churchyard prevents this feature being seen. By a scheme sanctioned by the Council in 1907, the factory is to be carried to the other side of St. John's Steep, engulphing the Trade School and other buildings on the corner site, and bringing into existence a new frontage to Nelson Street. Under this plan, which remains to be carried out, St. John's Arch was doomed to demolition. Whether efforts to save it will be successful remains to be seen. The view of the archway from St. John's Steep shows the frontage of the old St. John's Almshouses. Although this front wall remained standing in the summer of 1908, the houses had been demolished some time earlier.

Upper Pithay Gate stood at the top of the Pithay, where that declivity joined with Tower Lane.

Old Gate, according to William of Worcester, was in Narrow Wine Street, opposite to the lane which led to St. Peter's Church (afterwards called Chequer Lane). This ancient authority calls it "the very ancient gate of

ANCIENT FIGURES AT THE MUSEUM; 1908.

Old-gate, now destroyed," and says it was 120 steps from New-gate.

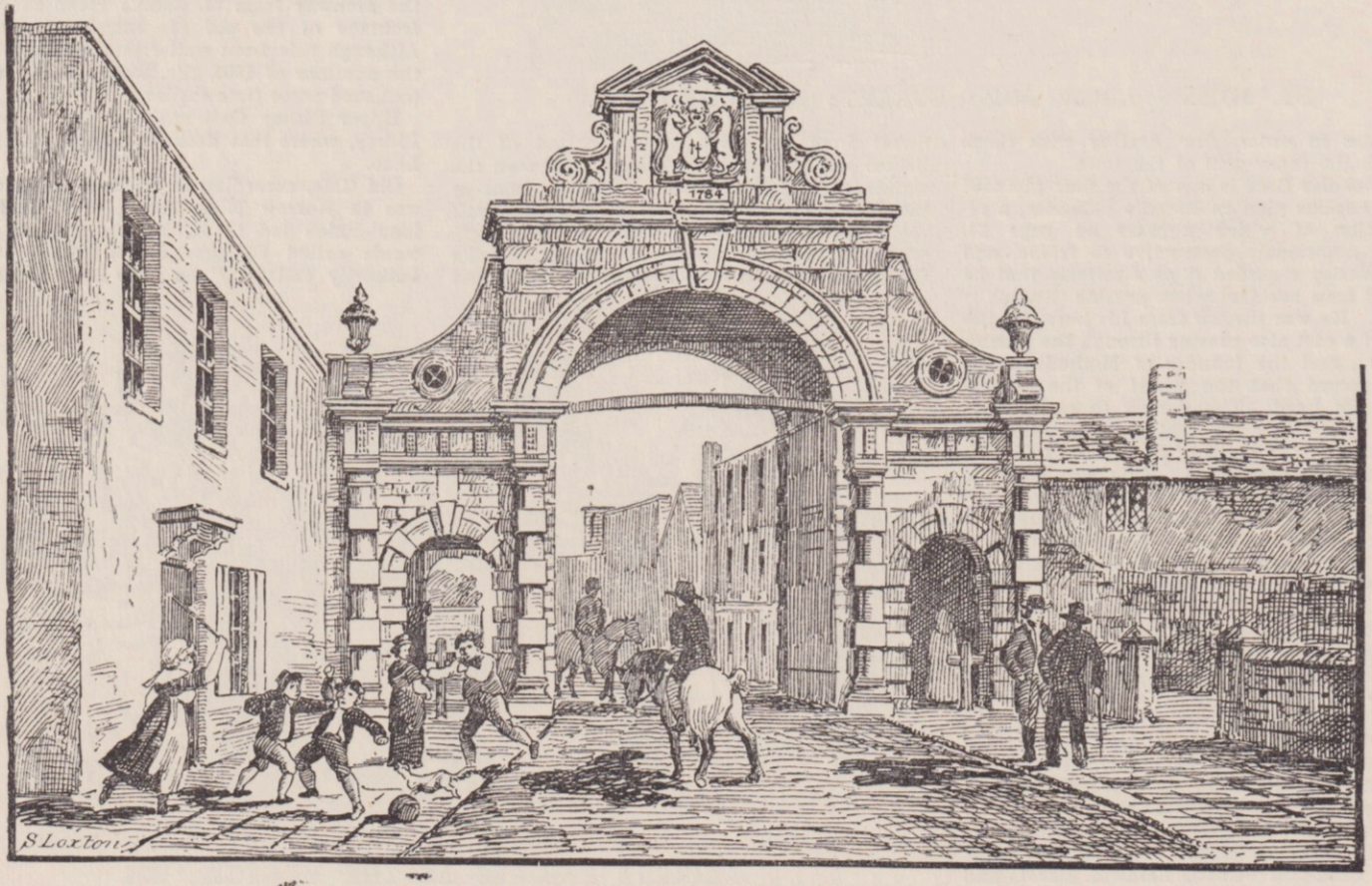
Confusion may be saved by taking the remaining gates in order, starting from the south, where the defences, provided at a later date than the old town wall, ran from Temple Back to Redcliff Back, and thus enclosed in a strong wall a great bend of the Avon.

Temple Gate stood at the bottom of Temple Street. It was rebuilt in 1734, and survived until 1810.

Redcliff Gate was re-erected in 1731, and fifty or sixty years later had its doom pronounced by the Council. Its position was across Redcliff Street, where the line of the defence is indicated by the name Portwall Lane.

The Marsh Gates provided access from the old town to the Queen Square area, formerly called The Marsh. One was close to the water's edge, and is called in Seyer's map "Marsh Gate on the Back." Close to it was Back Street, and there stood Back Street Gate. Further to the west was Marsh Street Gate. Mr John Evans, in his Chronological History, has the following entry:—"1737.—The part of the pent house at the Back Gate, which much incommoded the passage of carriages, was taken down, and likewise the house that stood between the gate and the river, and the way laid quite open." Mr Latimer gives 1738 as the date when the Council directed Back Gate to be removed; the phraseology indicates that the one leading into Queen Square is meant. With this district was associated a tragedy. According to the story, William Herbert, afterwards Earl of Pembroke, was arrested, and killed one of the sheriffs, Mr William Vaughan, a mercer, residing on Bristol Bridge. The prisoner "made his escape through Back Street, through the then great gate, into the Marsh, and gott into France." The narrative goes on to say that "the city ordered the gate to be walled up, and only a little posterne gate or door with a turnstile for foot passengers" to be left. This occurred in 1527, and continued "till Bristowe was a garri-

ST. JOHN'S STEEP AND ARCH; 1906.



TEMPLE GATE, FROM AN ENGRAVING DATED 1808.

REDCLIFF GATE FROM THE SOUTH; DEMOLISHED ABOUT 1772.

son for the King, and the Great Gate was then opened in 1644 or 1645."

In the length of outer-wall from Marsh Street, along the edge of the Froom, Veill's great tower was a conspicuous feature. Its site is in the roadway where now Clare Street and Baldwin Street join. At the bottom of Small Street the outer wall curved in close to the older one, so that Giles-Gate apparently served the two.

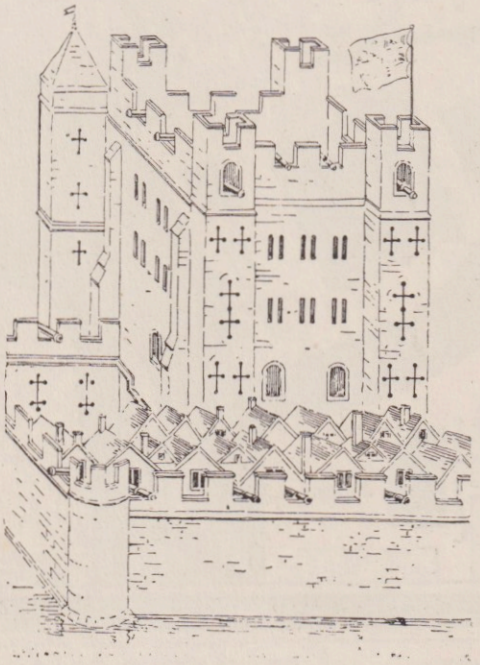
Froom Gate was a strong double one, that is, it occupied both banks of the river which flowed at the foot of Christmas Street. It was also known as the Water-Gate. 1774 is given as the date when its removal was ordered.

A gate which stood by Needless Bridge, near Broadmead, was ordered to be taken down in 1760.

The nether Pithay Gate stood upon arches, where the Froom ran past the river-end of the Pithay. It was pulled down in 1764.

Newgate provided the means of entering the city at a period when Castle Street was not made, its site being occupied by the fortress. Some part of the gate appears to have been taken away in 1766; there is, however, a record twenty years later of the Council empowering the city surveyors to remove "the gateway near the gaol of Newgate" for "the greater convenience of the traffic."

Castle Street Gate was not removed until 1766. Four years earlier the demolition of a gate at Queen Street, Castle Precincts, had been ordered.



AN OLD VIEW OF THE KEEP.

Lawford's Gate stood on the outskirts of the old city, where Old Market joined West Street. It was pulled down in 1769.

Several of these gates were armed in order that they might play their part in the Civil War. Redcliff had fifteen guns, Temple fourteen, and Castle Gate sixteen. The outer Pithay Gate and the Froom Gate had only two guns a-piece. Entries in the city records show that the porters at various gates were paid a small annual salary, and there is little doubt they added to their income by fees or gratuities, possibly by allowing persons to pass at night. The Society of Friends paid 20s a year to the porter at Newgate for opening the barrier so that they might attend their meeting-house on Sundays.

The publication of this reference to the Society of Friends in the 'Bristol Evening News' produced an interesting letter from Mr A. Neave Brayshaw, who, writing from Scarborough, said:—

"The interesting paper on the Walls and Gates which appears in your issue of April 30, makes mention of the Society of Friends giving a gratuity to the porter of Newgate. As a matter of fact, there are two minutes on the old books of the Society, one having reference to the meeting-house in Broadmead (where George Fox was married to Margaret Fell in 1669), the other to the meeting-house at the Friars, built in 1669-70 on land purchased for £200 from Dennis Hollister, the grandfather of Hannah Callow-

hill (whom William Penn married as his second wife in 1695). The marriage took place at the Friars meeting-house.

"The minutes referred to are as follow:—

"19th of 8th month, 1668.

[8th month at that time was October.]

"Two Friends 'are desired to give the porter 'of the Pittygate [Pithay Gate] 5/- a qrter 'for his Paynes & Love in opening the Gate 'to Friends as they goe to & agayne to the 'meeting on the first dayes of the Week.'

"27th of 8th month, 1673.

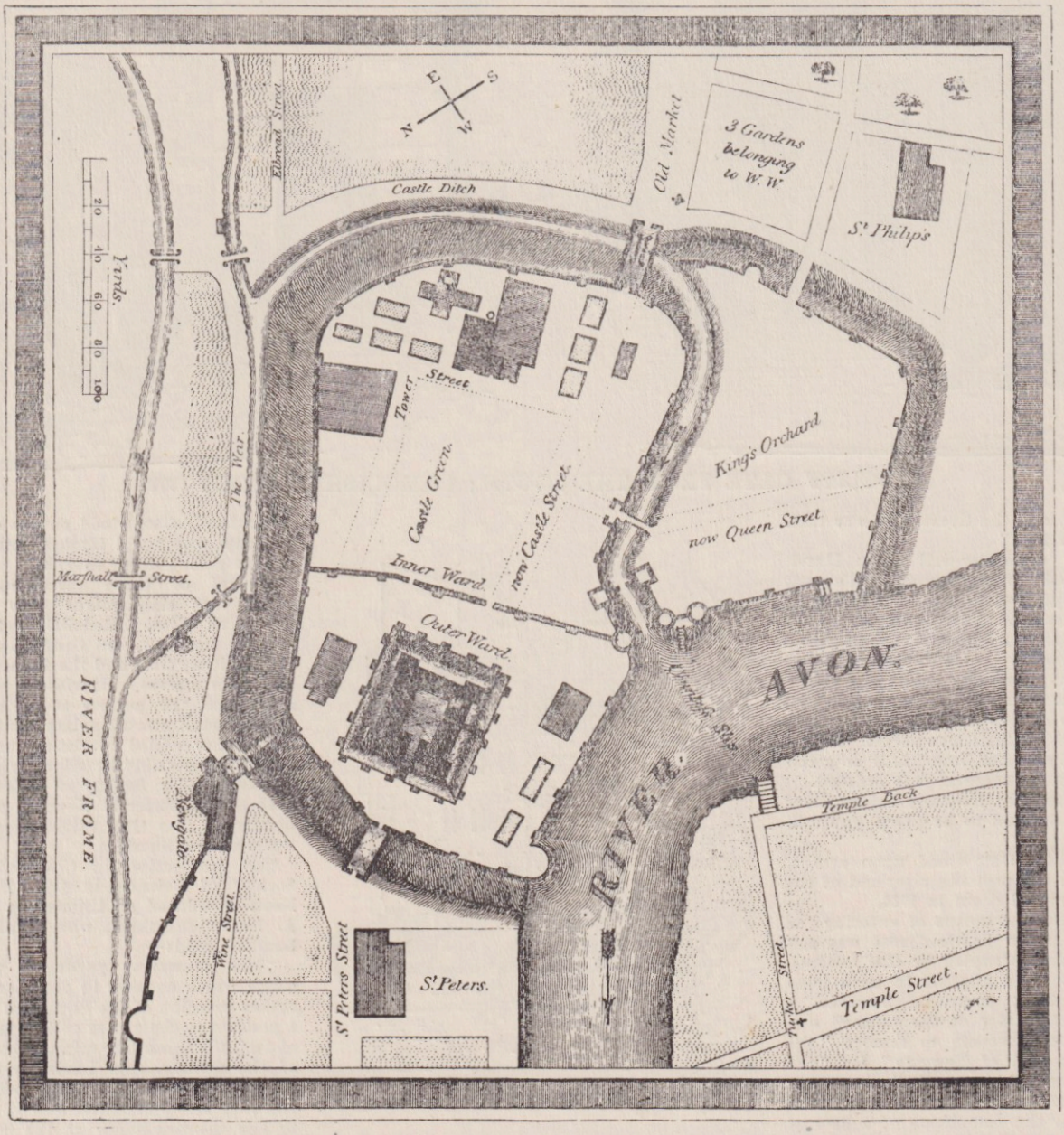
"If the porter of Newgate shall continue 'opening the gates to the benefit of Friends 'passing through at the brakeing up of the 'first dayes meetings, this meeting doe 'apoynt Charles Harford and William Foord 'to pay him Five shilling every quarter of 'the yeare for the same to begin on ye next 'quarter day with the first payment.'"

A significant entry by John Evans is dated 1545:—"June 26.—It was proclaimed at the High Cross that the five gates (Newgate, Redcliff, Temple, Froom, and Pithay) should be free for all strangers or goods going out or coming into the city." Mr Latimer's narrative, in "Sixteenth Century Bristol," implies that the date was slightly later. The Corporation needed money to purchase property connected with the suppressed monasteries. The vestries produced Church plate to help the "City Fathers" out of their difficulty, and the abolition of the unpopular tolls was part of the bargain. The tolls had, until then, gone to the sheriffs, who bore some of the expenses which, according to modern ideas, should have fallen on the Council, and £44 per annum was fixed as the compensation to be paid to the sheriffs for the loss of the revenue. This was relatively a considerable sum, for it has to be multiplied by ten to compare with modern currency, and the population of the town was not much over six thousand.

THE CASTLE AND ITS RELICS.

During the past half-century the hope has often been expressed that the chief remains of Bristol Castle might pass from private into public ownership, in order that they should be preserved and rendered accessible to those who wish to see them. In his presidential address to the Clifton Antiquarian Club in 1895, the late Col. Bramble used the following words:—"I think I may say that the hope of preserving the best portion of the small remains of the Castle are somewhat brighter than they were, but the 'Ifs' have still to be spelt with a large I and doubly underlined. It would be a disgrace to the city if, for any reason, or for want of reason, this ancient landmark should be removed, and hardly less a disgrace if it should be allowed to continue in its present dirty and disgraceful condition." The property still remains in private hands, but probably the Colonel, were he still alive, would modify the phraseology of the concluding sentence. In 1908, however, to the majority of citizens, the Castle is still nothing more than a name. It is indeed remarkable that a fortress which long dominated Bristol should have left so few traces to indicate its size and strength. Walls twenty-five feet thick were unable to resist the disintegrating processes of time and history, and like some of the giants of animal life in prehistoric days, the Castle, its day ended, has passed into comparative oblivion.

The illustrations of portions of the old build-



PLAN OF BRISTOL CASTLE, FROM SEYER'S MEMOIRS.

(Marshall Street is now named Merchant Street.)

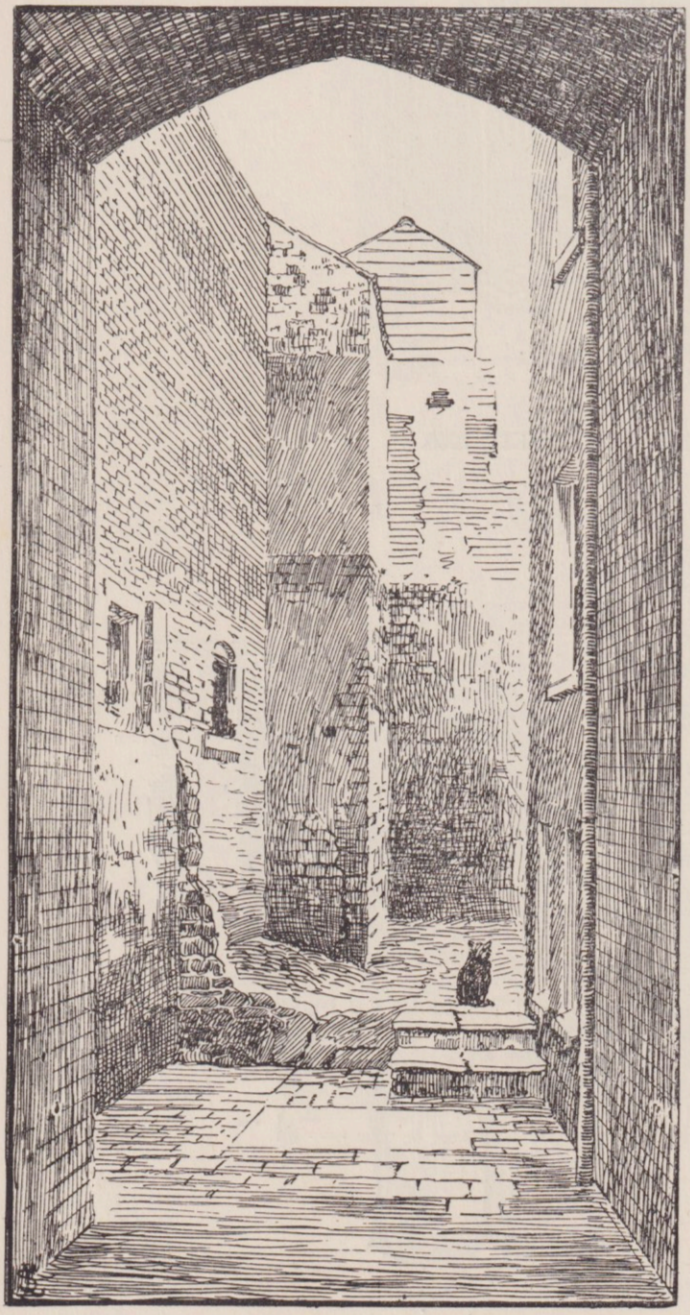
THE CRYPT, CASTLE GREEN; SKETCHED 1903.

CEILING IN CASTLE GREEN BEARING THE LETTERS "C. R."; 1908.

(This room is at the oil and colour works of Messrs S. Wills and Co.)

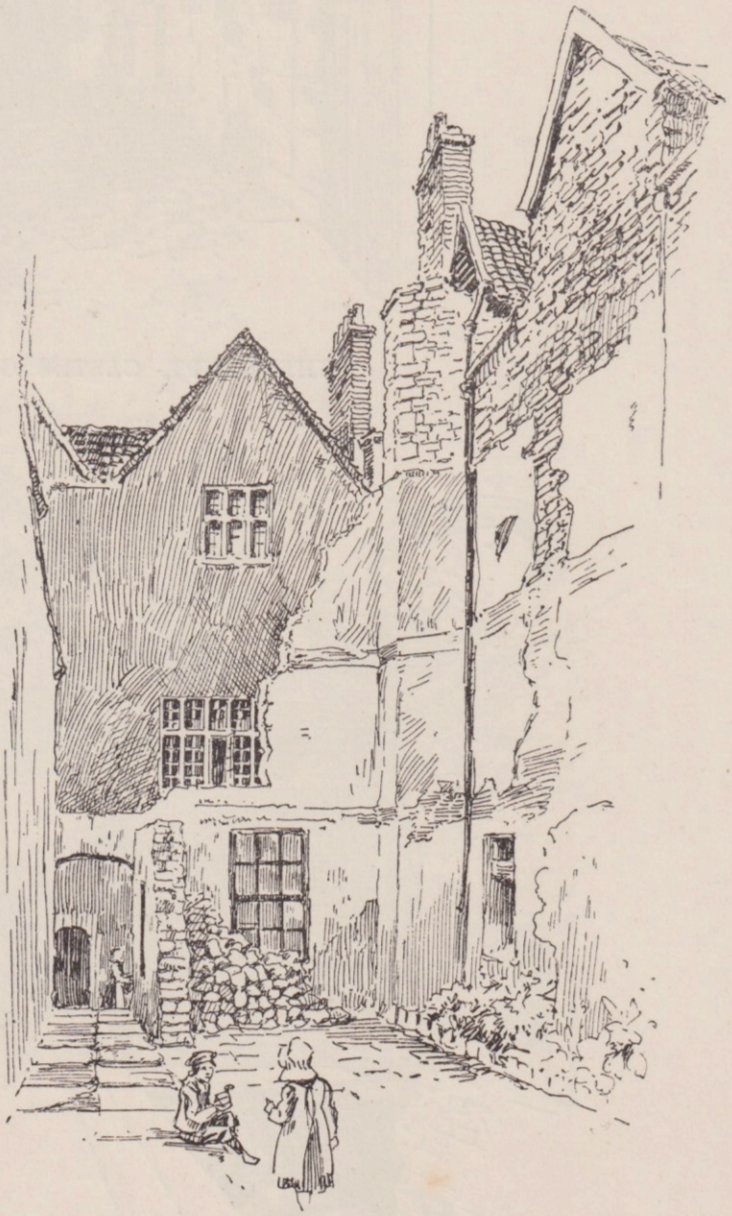
ing which still remain render it necessary to explain their situation in the structure built by the Norman Earl Robert in place of an older Castle of which very little indeed is known. Those who are familiar with the neighbourhood of Castle Precincts will not find it difficult to reconstruct in imagination the scene familiar to Bristolians six or seven centuries ago. The reproduction of Mr Seyer's plan will be helpful in understanding the topography of the fortress. Standing at the end of Castle Street, where it joins Peter Street, it will be found that the position forms part of a raised isthmus, bounded by the old course of the Avon (now the Floating Harbour) on the one side, and by a branch of the Froom (the Broad Weir) on the other. It may be that the Broad Weir was excavated as part of the defensive scheme. Be this as it may, with the Froom on the one side and the Avon on the other, the city and country ends of the isthmus were left open to land attack. Hence at the former end a dry trench was cut, while at the latter, where the level was lower, a moat was formed. The dry ditch has long been filled up; the moat remains. From the vicinity of the Pupil Teachers' Centre it flows on the western side of Lower Castle Street; crosses the foot of Castle Street (where the Nether Gate of the Castle stood), and fringes the western side of Tower Hill. The moat is so far arched over and buildings stand over it, but behind Tower Hill it emerges (one of the illustrations shows this part), and, flowing beneath Queen Street Bridge, joins the Harbour. Viewed from Queen Street Bridge, its moat-like character is evident, and it is not difficult to picture the massive walls which rose from the water level to surround the Castle grounds. Some of the grimy masonry is probably part of the old fabric; but one misses the distinctive feature—the Water Gate, nearly opposite Counterslip. The wall adjoining the two rivers, the moat, and the trench, embraced approximately three and a half acres of ground, which was divided by a cross wall into two wards. Earl Robert's great keep was north-west of this wall, but has so completely disappeared that it is unsafe to specify its exact position. A traditional view of the keep is reproduced, the original being, according to Skelton, a drawing in the Bodleian Library at Oxford.

Relics of the fortress were found in rebuilding the foundry of Messrs Llewellins and James, which extends from Castle Green back towards Castle Street, and beneath the premises of Messrs Steadman and Co. in the same thoroughfare, is a huge cavity, excavated to a depth of thirty feet into the rock, and commonly pointed out as the dungeon. A miserable captive, to be incarcerated in this windowless prison, would have to be lowered through the hole at the top, forming the only access to it. The school at



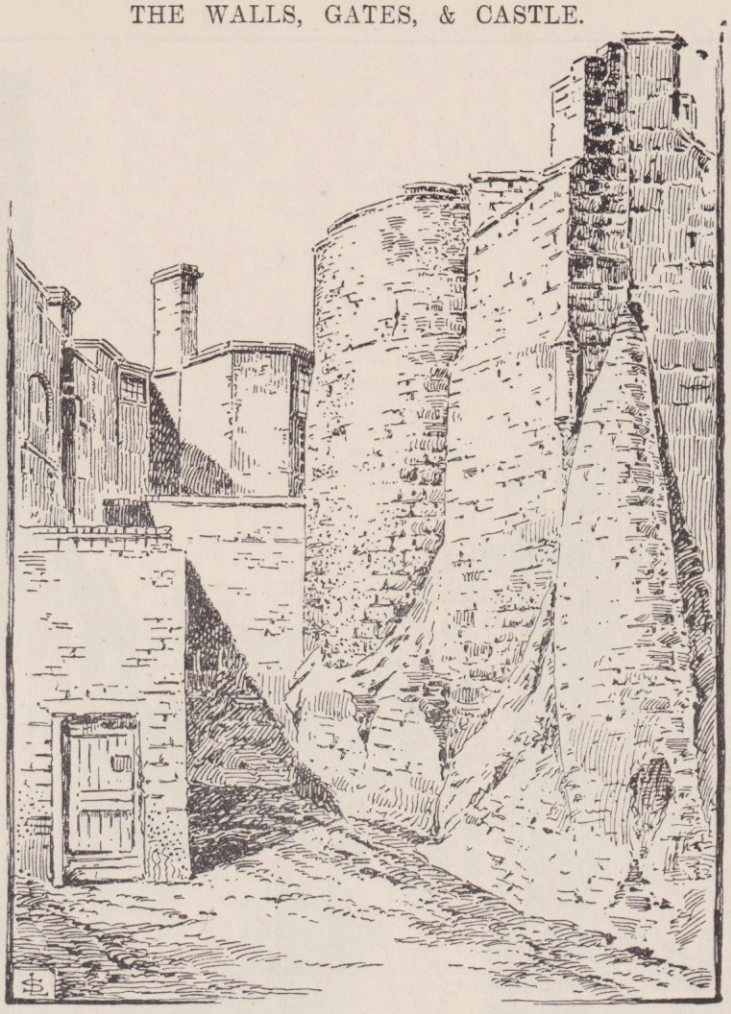
RELICS AT THE REAR OF CASTLE STREET; 1908.

(This is at the rear of 45, Castle Street. The walling occupying the centre of the sketch, up to the height of the apertures, is regarded as part of the Castle.



OLD MASONRY, NEAR CASTLE STREET; 1908.

(The masonry in the corner formed by the buildings is said to be connected with the Castle. It is in a court at the back of 41, Castle Street.)



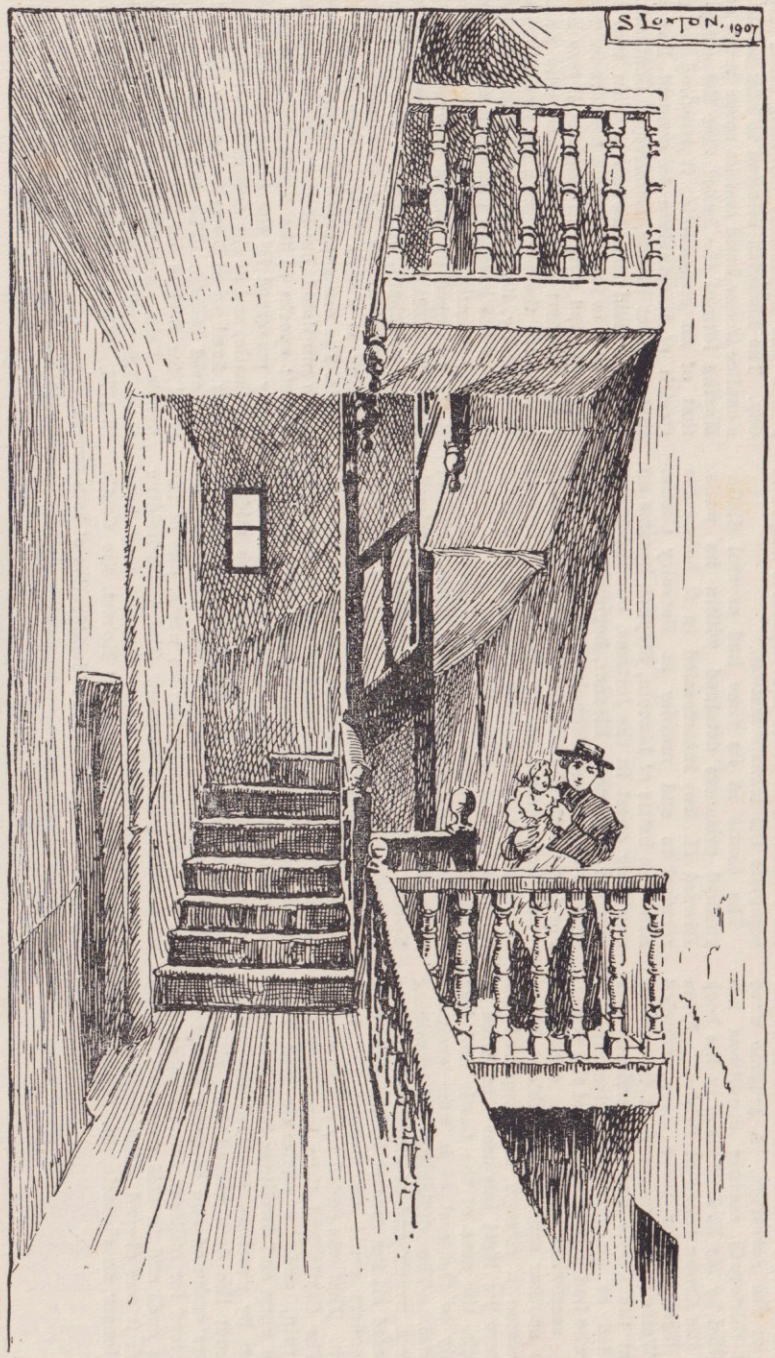
PART OF THE CASTLE WALL AT NEWGATE, IN 1819.

THE CASTLE MOAT, VIEWED FROM QUEEN STREET, 1908.

the western end of Castle Green probably marks the site of the church of St. Martin, which stood within the Castle walls. On the same side of Castle Green is the modern office of Messrs S. Wills, and here are found traces of old conditions suggesting the theory that important apartments stood there. One decorated ceiling has the Royal arms and the letters "C.R." worked into the design. At the eastern end of Castle Green the road turns to the south to join Castle Street. This road was formerly known as Tower Street, and here are situated the buildings which antiquaries specially desire to see rescued from their present use. Between this part of Castle Green and the moat (now Lower Castle Street) stood the great hall of the Castle, and, while so much has perished, two fine groined apartments have survived. One, regarded as the entrance hall to the palace, contains architectural work of much interest, but hidden and disfigured by the modern use. Mr Seyer, who wrote in 1821, refers to "a mean little room built about 50 years ago" within this carved and moulded Gothic portico; the dwelling so described remains to-day. Adjoining this apartment is another, somewhat like it, but not so carefully decorated. Once, if authorities are right, the crypt of a Royal chapel, it has in its later history served as a stable, and then as a warehouse.

The fortress played an important part in the life of old Bristol. From the days of John until those of Charles I. it was a Royal Castle, and early records show that the citizens frequently had cause for complaint at the arbitrary—unscrupulous is scarcely too strong a word—way in which Governors used their authority. This led the merchants, in hope of redress, to appeal to the judges, when they

CASTLE MOAT, BETWEEN TOWER HILL & QUEEN STREET, 1905.



OAK STAIRCASE, CASTLE GREEN; 1907.
(At the rear of the Palace entrance.)

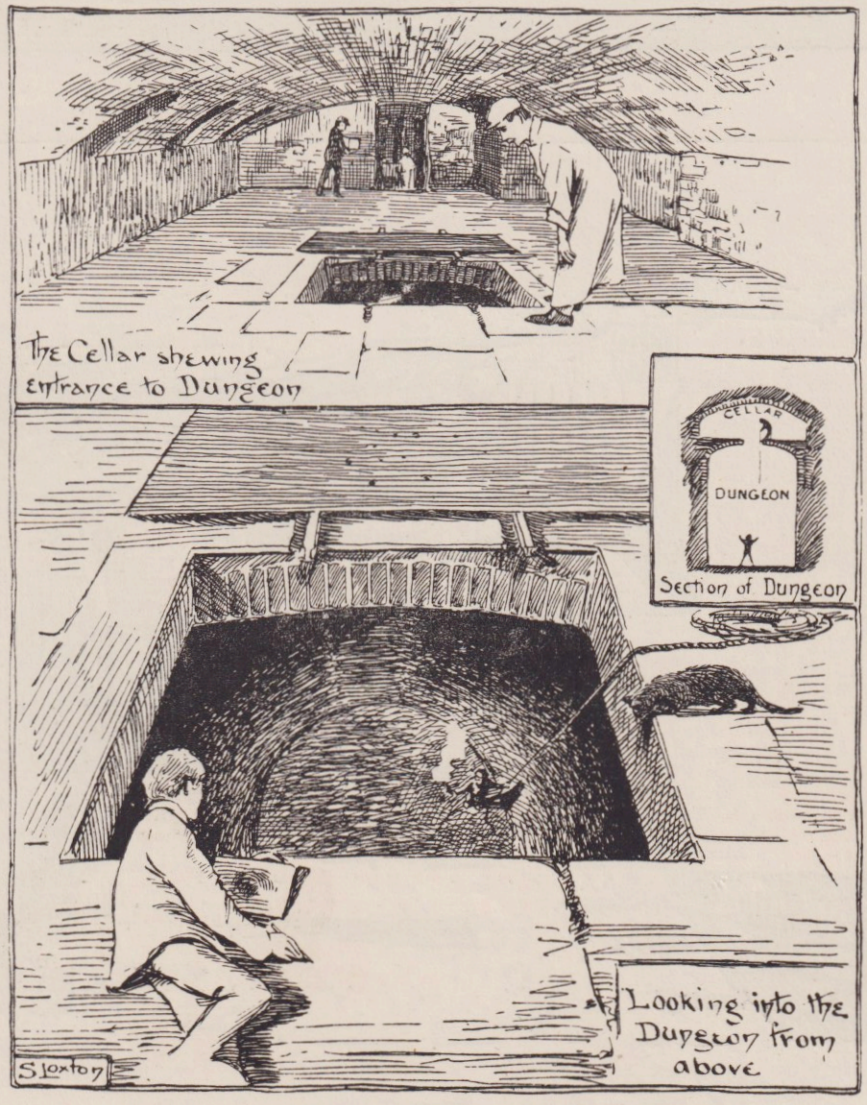
visited the town to try offenders and deal with varied business then submitted to these representatives of the Sovereign. A graphic word picture of thirteenth century conditions has been supplied by Mr E. J. Watson in his book "Pleas of the Crown taken at Bristol." From the brief legal records there given, coupled with Mr Watson's commentary, it is easy to realise that the Castle and its garrison were not regarded as an unmixed advantage by burgesses who had had experience of the powerful and somewhat predatory occupants. There was another source of trouble. When Bristol became a county, and acquired the right to have its legal business transacted in the borough, the area of the Castle and that immediately to the east of it were excluded from Bristol. The difficulties of obtaining redress for a wrong and of suppressing crime were rendered all the greater by the ease with which offenders could get beyond the local jurisdiction. That was ended by a wise charter in 1629. The Castle had then long been in a state of ruin, and its enclosure had been encroached upon and dwellings built in it. The Corporation by purchase acquired the ruined fortress about the date named, but, although repairs were executed and to some extent the place prepared for military use, its career was nearing its end, and in 1656 Cromwell's order to demolish it was obeyed. The massive walls being no longer an obstacle, St. Philip's and St. Peter's were joined by Castle Street, and the formation of other thoroughfares helped to complete the transformation.

The Castle in its time had several distinguished prisoners detained within its walls. Edward II. was incarcerated in it before his removal to and murder at Berkeley Castle. After the battle of Lincoln, Stephen became an unwilling guest in the fortress, but the incarceration of Princess Eleanor, beginning in 1202, appeals even more strongly to the imagination. For forty years she was detained in the fortress —not incarcerated in prison cell or treated severely, but nevertheless deprived of liberty to roam beyond the Castle walls.

The Castle grounds extended beyond the moat, and the area near Queen Street, south of the stream, was known as the King's orchard. To-day it is crowded with factories and warehouses.

A brief explanation must be given of the four curious figures grouped in one of the illustrations. They were sketched in 1907 in the room at the Bristol Museum and Art Gallery devoted to architectural relics. Seyer, in his Memoirs, refers to them. According to him the middle pair formerly stood in niches, one on each side of the gateway called Newgate. They were on its outer face, and, when he wrote, one of the niches was still to be seen. The figure holding a casket or model Seyer thought may have been intended to represent Robert, the Castle builder.* The long-bearded person next to this statue has apparently suffered since Seyer's day. The historian referred to him as holding a chalice in one hand and its cover in the other. Having formed the belief that the effigy was that of an ecclesiastic, it required no great stretch of imagination to connect him with that militant bishop, Geoffrey of Coutance. It has been said that he was a man who knew better how to instruct male soldiers in warfare than vestured clergy in singing; it was he who built the first castle here, and who probably surrounded the town with its first stone wall. Incidentally, it may be added that with Bristol Castle as his base he plundered all the neighbouring country, and, making an excursion to Bath, destroyed it. When Newgate was taken down in 1766, these figures were given to a Bristol merchant, Mr Reeves, who set them up on the gateway to his stables—that curious building at Arno's Vale known as the Black Castle. The one supposed to be Robert was then much mutilated, but it was afterwards repaired. Barrett speaks of the figure having been formerly preserved in the inner afforciaments of the Castle, and at the demolition of the fortress being fixed up at Newgate on the right of the supposed bishop. The two other statues also stood for a time on Mr Reeves' gateway at Arno's Vale. According to Seyer, they came from Lawford's Gate, which was pulled down in 1776. Whom they represent nobody knows.

* Several antiquaries reject Seyer's identification of both figures



THE "DUNGEON" IN CASTLE GREEN.

(At Messrs Steadman's premises.)

ENTRANCE TO THE PALACE, CASTLE GREEN; SKETCHED 1907.

OCTAGONAL TOWER OF THE CASTLE, 21, CASTLE STREET; 1907.

SAFEGUARDING THE PUBLIC HEALTH.

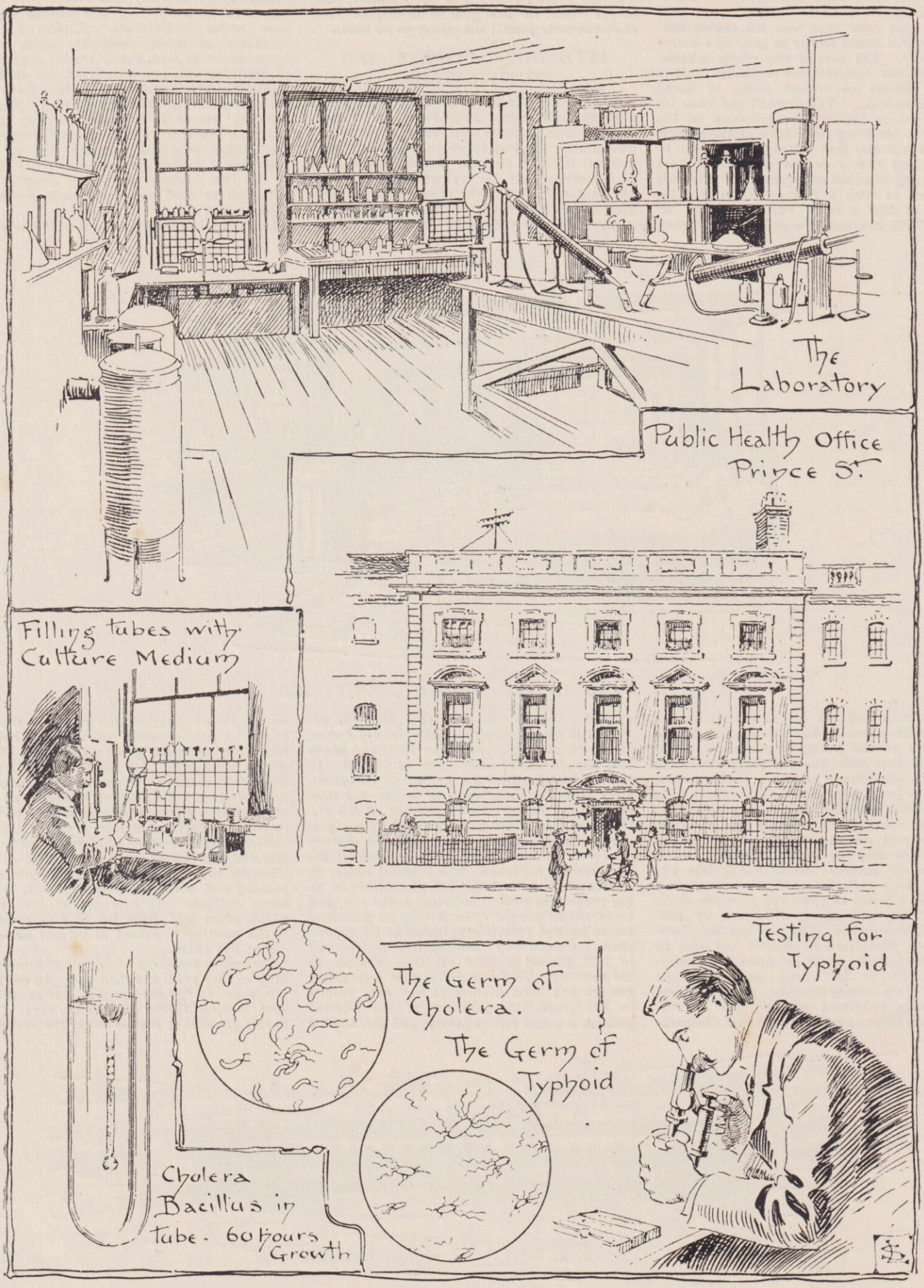
In 1858 very much remained to be done to free the city from the reproach its neglect of sanitation had brought upon it. The work, however, had been commenced. Cholera had awakened public attention in a way a less terrible mentor could scarcely have done. Bristol had previously suffered from the inadequacy of its water supply, its primitive sewerage arrangements; its dirtiness and its general unhealthiness. If anyone thinks this language is too strong, a perusal of the report of the Government inquiry held in 1850 into these matters will convince the doubter. Probably few Bristolians are familiar with that document; more may have seen the references by Mr Latimer to it in his "Nineteenth Century Annals." A more terrible picture of municipal neglect than that it reveals could scarcely be imagined. By 1858, however, the lesson was bearing its fruits. The newly formed Board of Health was vigorously endeavouring to overtake some of the worst phases of neglect, while the Bristol Water Works Company was securing for the community an adequate supply of pure water.

ADMINISTRATION BUILDING AT NOVERS HILL; 1897.

DRAINAGE PROBLEMS.

The Froom and Floating Harbour had formed a ready receptacle for the drainage of houses within reach, and as the tidal ebb and flow had been excluded by the dock enterprise of the early part of the century, the consequences may be imagined. Districts distant from the rivers drained into cesspools or ditches. Fifty years ago the city authorities were pushing forward operations to remedy these defects. Between 1855 and 1874 a notable drainage scheme was carried out, 43 miles of main sewers being constructed at a cost of £169,232. This was paid off by special district rates. House connections with these main drains were insisted upon; a persistent crusade against the pollution of the Floating Harbour was maintained; and the city's sewage carried through the new underground channels into the tidal Avon. Besides this main-drainage work, and that of providing for the increasing size of the city, large sums have been spent in replacing the brick and stone sewers of old Bristol by modern pipe drains. Circumstances have from time to time revealed the defectiveness of the work of bygone generations (and even more of the design on which it was based), and without delay the remedy has been applied. A peculiarity of the Bristol drainage system has often given rise to discussion. The policy of Bristol engineers has been opposed to the plan, frequently adopted elsewhere, of ventilating main sewers through street gratings or raised shafts. Under the Bristol system, a water trap or syphon prevents the sewer gas in the main gaining access to the household drains, which, however, are fully ventilated, to "make assurance doubly sure." It is not suggested that in all the poorer dwellings perfection in this respect has been reached; in a large number of cases, too, the cost of water supply in the past hindered the installation of a proper flushing system.

It is recognised that it is not an ideal arrangement to discharge untreated sewage of a community of four hundred thousand persons into a river, even where the tidal scour is so powerful as that in the Avon. The problem, however, is not only a costly but also a complicated one; with it, on the one hand, is connected the disposal of sewage by Bath and smaller townships on the Avon, and on the other, the effect on Avonmouth, Portishead, and other adjacent portions of the coast. A considerable amount of attention has been given to the question by Bristol municipal representatives and their advisers, and numerous reports have been "pigeon-holed." Mr Frederick Ashmead, the Borough Engineer who was responsible for planning the important sewers already referred to, did not advise a scheme to connect the system with a Channel outfall. He, however, several times reported on the matter, and in 1879 suggested that, if it were done, the best course would be to carry a large drain through Portbury and Weston-in-Gordano, so that, at Charlecombe Bay, it might discharge into the Bristol Channel below Portishead. Ultimately Mr Santo Crimp was called in to advise the Sanitary Committee, and a series of investigations were made with regard to the effect of currents at the mouths of the Avon and Severn. It was at first thought that the outfall might take place continuously into the sea, but it was suggested that if the Avon were at any time dockised, the cessation of its flow would materially affect the course taken by the sewage, and the pollution, it was feared, would not be swept so far out into the Channel. An attempt was made to meet this difficulty by a plan for intermittent discharge, the sewage being released at certain times of the tide experimentally ascertained to be best for carrying it well away from shore. To thus control the outflow necessitated the construction of an enormous storage tank at Avonmouth. That proposed was some distance north-east of the Avonmouth Dock, and was eight acres in area.



BACTERIOLOGY AND DISEASE PREVENTION; SKETCHED 1900.

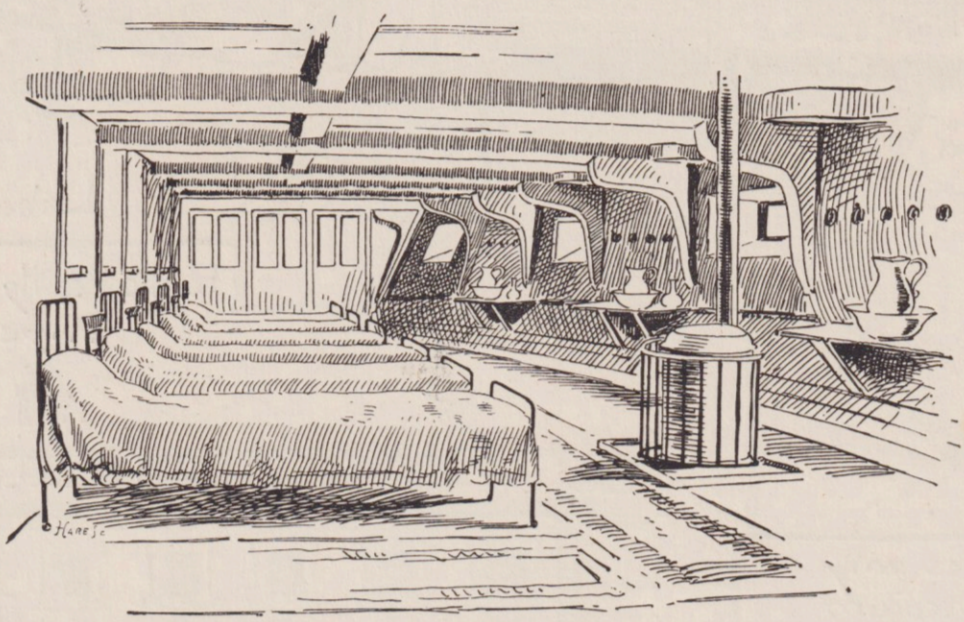
At a period when dock extension was under consideration, considerable apprehension was felt that this great tank and the sewers connected with it would sooner or later be a source of difficulty. The cost of the whole scheme, moreover, was considerable—roundly, half a million, besides an annual outlay of about £2,500 for pumping. The Council had been for years urged to prevent the pollution of the Avon, and, accepting the advice of the experts that this was the best scheme that could be devised, and that it would not hinder dock development, decided to apply to Parliament for powers to carry it into effect. At the beginning of 1900 a crisis was created by Mr Charles Wills demanding a poll of the citizens, and following this act by an explanation of reasons with which he had become familiar as a member of the Docks Committee. It was contended that both the eight-acre tank and the sewers (constructed at certain points several feet above ground) to and from it, must be a serious obstacle to dock and railway extension, and, after a short and vigorous public discussion, the poll settled the fate of the Bill, a considerable majority of the burgesses being averse to the scheme. Subsequently less was heard of Avon pollution, and the attempt of a section of citizens to force the question again to the front, had, up to the close of 1908, no practical outcome. The problem has, however, been considered in Bristol and also in Bath. Important sewerage questions, therefore, remain to be solved, and, while in the case of up-stream pollution, it seems likely that sewage treatment will be the remedy, Bristol has hitherto been advised that discharge into the Bristol Channel is the simplest, and, on the whole, the best plan to be adopted when circumstances permit the outlay to be made.

INFECTIOUS DISEASE AND NOTIFICATION.

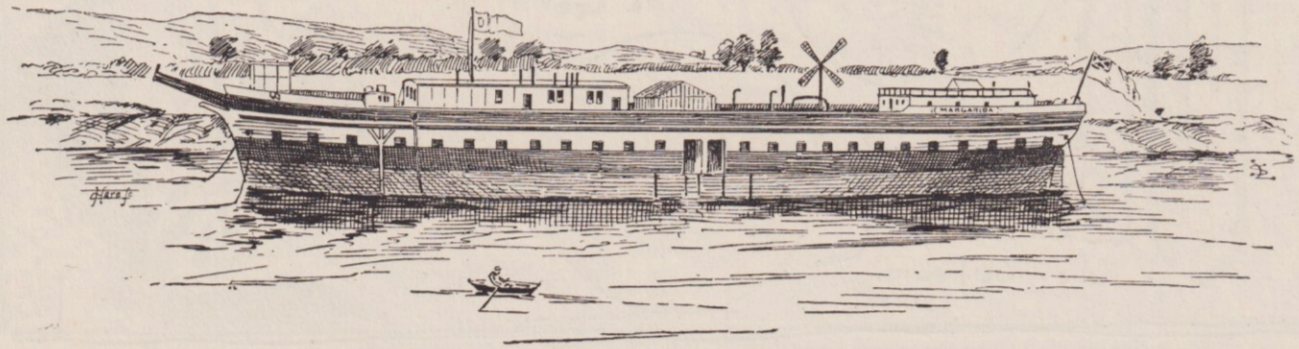
Safeguarding the health of the community is a many-sided work. Fifty years ago cholera, typhus, and serious epidemics of smallpox were among the foes to which Bristolians were subject. Neither national legislation nor local machinery of that day was adequate to detect and to restrict these evils immediately on their appearance, and prevent them assuming serious dimensions. Very different are the conditions of 1908. Typhus—the old gaol fever—is unknown to the average twentieth century doctor. It practically disappeared in 1878, and since 1890 has not manifested itself in Bristol. In 1858 smallpox caused 214 deaths in the municipal area, the population of which was then roundly 150,000. In 1864 it carried off 335 victims, and in 1872 209 more. It might prove proportionately disastrous in the twentieth century city were not its introduction the signal for the greatest vigilance. The medical officer in former times was hopelessly handicapped in his preventive work. Infection broke out, and hundreds of people came within its influence before he had official cognisance of its appearance. Compulsory notification, introduced in 1889, proved a most valuable weapon in his armoury. To-day a notice that a smallpox patient has been discovered not only results in the immediate isolation of the affected patient, but also causes prompt and painstaking inquiries, so that every discoverable person who has been in touch with the disease may be kept under observation. Thanks to such measures as these, smallpox, while potent for mischief as ever, rarely has an opportunity of attaining the proportions of an epidemic. Mysterious manifestations of enteric fever have been, with an ingenuity worthy of a "Sherlock Holmes," traced to their source, and further mischief prevented. Cholera and plague are the subject of equal vigilance, and as both these would probably come by sea, the officers of the Port Sanitary Authority, supplied with a launch to visit arriving vessels, are relied upon to give early warning.

One infectious disease has during the period under review puzzled the cleverest men engaged in public health work. Diphtheria at times has appeared proof against the devices of the sanitarian. Its deadly vigour has increased when other foes to humanity have been held in check. Bristol long occupied an enviable position among the large centres owing to its comparative freedom from diphtheria, but the virulent bacilli obtained a lodgment and between 1900 and 1904 caused numerous deaths. Among ailments to which notification does not apply, measles and whooping-cough are still fatal to many children. This is one of the reasons which, since 1906, have led to discouragement of the sending to school of infants under the age of five years.

Epidemics ran their course much more freely forty or fifty years ago than now. In one of his references to the subject, Dr. Davies, the present Medical Officer of Health, says: "It is hardly possible to realise to-day the sorrow and



A WARD IN THE HOSPITAL SHIP; 1895.



HOSPITAL SHIP, MOORED NEAR AVONMOUTH; 1895.

the suffering meant by the scarlet fever mortality figures of 1863 or of 1870, when 925 and 740 deaths respectively were recorded from this disease alone in a single year."

If we go further back in Bristol's history, conditions infinitely more terrible are met with. In the middle of the sixteenth century, when the whole population of the town was not much more than 6,000, in one half-year it was estimated that 1,900 victims were swept off by plague. Even if allowance be made for exaggeration, as Mr Latimer thinks it should be, the picture revealed by the statement is a terrible one. Visitations of appalling severity were frequent, and caused serious interference with the ordinary life of the community. Two extracts from Evans's "Chronological Outline" afford glimpses of the old-time conditions:—

"1613.—No stage-players were allowed to play in Bristol this St. James's tide, in consequence of the danger that was apprehended from the plague being in many places in Wales."

"1638.—Tyndale's Park was appointed as a fit place for examining persons infected with the plague, and for airing of goods: and hovels were built for the infected."

Even in the matter of cost the public did not escape. Another quotation from the same authority contains striking evidence of this:—

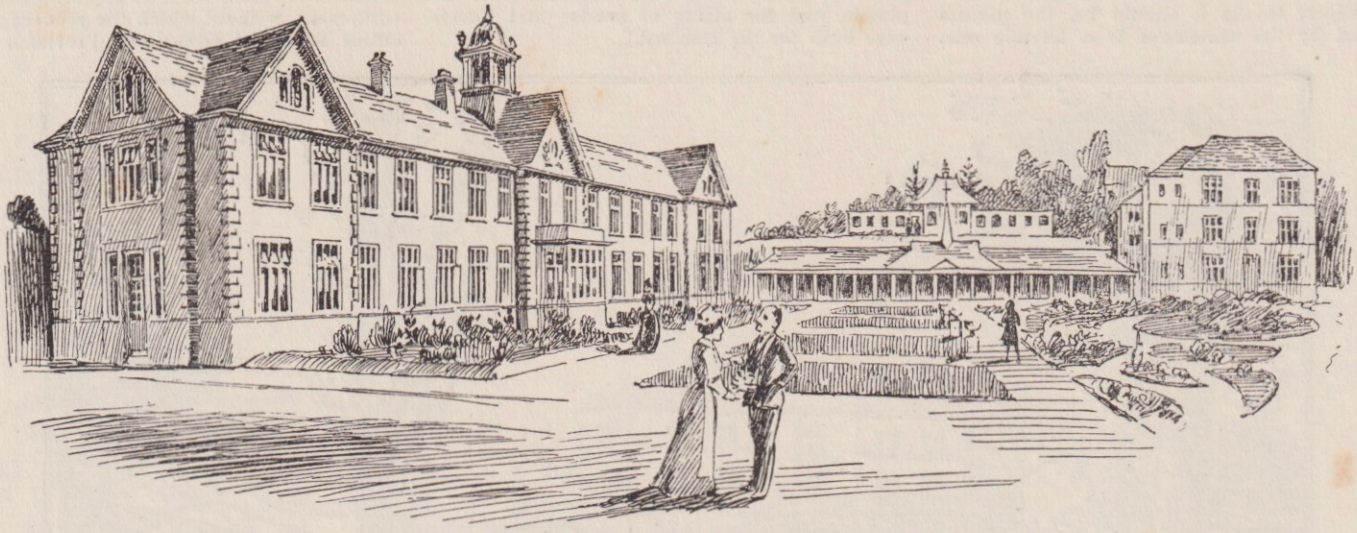
"1603.—The inhabitants taxed by two shillings in the pound for the expenses occasioned by the plague."

ISOLATION HOSPITALS.

In addition to notification and disinfection, isolation hospitals form an essential part of the equipment, without which the modern medical officer is almost powerless. Provision of this

ISOLATION HOSPITALS AT HAM GREEN; 1897.

kind was conspicuous by its absence in the earlier part of the period under review. The responsibility was strangely divided between the Poor Law authorities and the Sanitary Committee, and down to 1886 the Committee's resources consisted of two small temporary hospitals on St. Philip's Marsh, each of which contained twelve beds. Until a much later date many of the districts that had grown up outside the municipality were without any



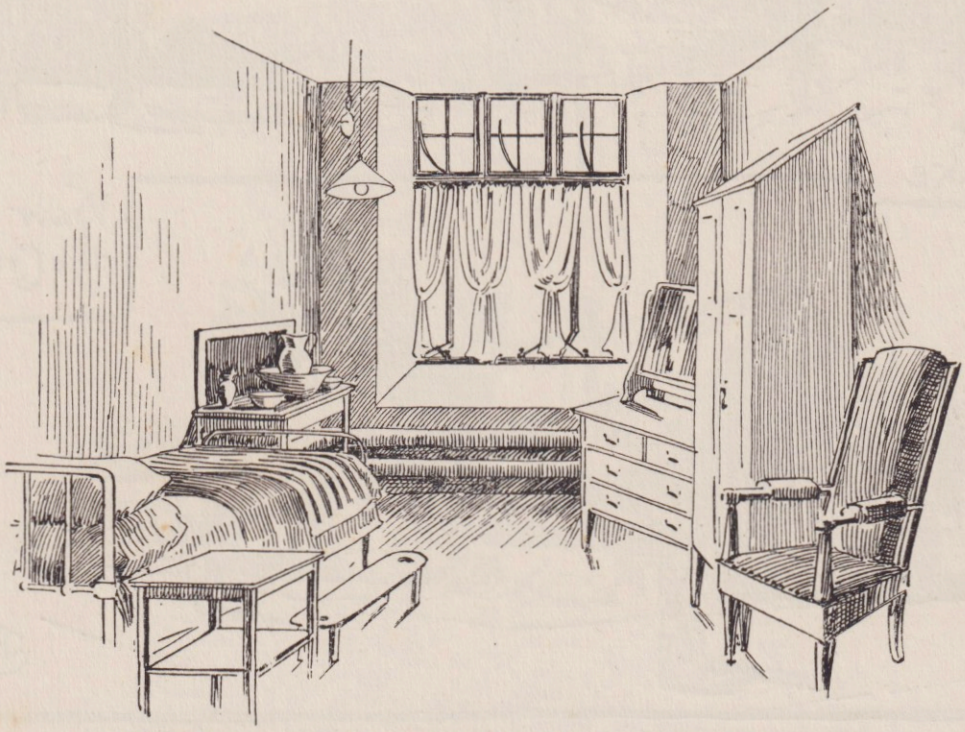
WINSLEY SANATORIUM; 1904.

machinery for dealing with epidemics. This was one of the arguments which led to the inclusion of these areas in the city. Since then considerable progress has been made. The work has so grown that the Council agreed to a suggestion to appoint a Health Committee, and to transfer to the new body part of the duties previously performed by the Sanitary Committee. The Health Committee possess at Novers Hill, Bedminster, a hospital normally intended for smallpox, but, owing to the rarity of cases of that disease, frequently used for fever patients. In that event a temporary wooden block with twelve beds is set apart for a smallpox emergency, and the hospital ship in the river is utilised for smallpox convalescents. At Ham Green several isolation blocks have been erected and accommodation nominally exists for 134 patients. Occasions have arisen, however, when 200 patients have been crowded into the wards. In all, Bristol has 181 beds available for infectious cases. Bristol's isolation accommodation is, experts tell us, still in the nature of a minimum below which it would be absolutely unsafe to go, rather than an adequate provision for all emergencies. It is, indeed, only about half the accommodation suggested by the Local Government Board's memorandum to local authorities in 1900.

The development of the science of bacteriology has been a great aid in the work of recognising and checking the spread of disease, and Bristol was quick to avail itself of this new aid. At first this important work was carried on at the Public Health Office, 40, Prince Street, under the supervision of Dr. D. S. Davies, the medical officer of health. It was there the sketches on page 101 were drawn. Since then the bacteriological duties have been linked with those of the city analyst, Mr Edward Russell, whose office is at 18, Prince Street.

A CRUSADE AGAINST CONSUMPTION.

In what has been written on the subject of safeguarding the public health by civic action no allusion has been made to tuberculosis, one of the most terrible foes to humanity. While diseases which worked deadly havoc in the past have been combatted with success, consumption continued to claim an appalling number of victims. Its insidious onslaught was of such a character that to bygone generations it appeared hopeless to fight against it. Heredity was commonly supposed to be an adequate explanation; patients in advanced stages of suffering spent their time in hot, ill-ventilated rooms, and the risks of their passing on the disease to others were unrecognised. Grievous as is the evil, and inadequate as are the efforts



PATIENT'S BEDROOM, WINSLEY SANATORIUM; 1904.

AT WINSLEY; 1901.

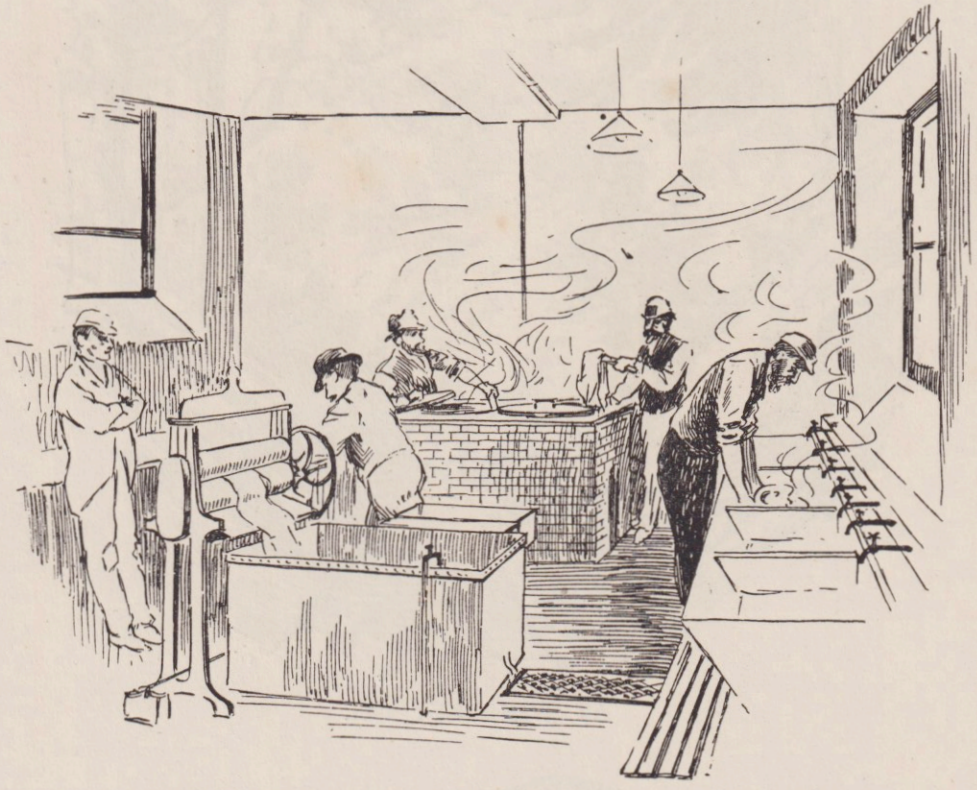
MUNICIPAL LODGING-HOUSE, ST. JUDE'S; 1905.

to meet it, the claim may at least be made that a bright ray of hope has been introduced into a picture previously characterised by unrelieved gloom. The discovery that a micro-organism is the source of this malady, as of so many others, and that early efforts in suitable cases may result in resisting its attack, was as important to sufferers as was the recognition of the fact that the propagation of phthisis could be checked by ordinary precautions. The opening of the twentieth century saw unwearied effort put forth in the hope of impressing upon the Bristol public the importance of fresh air, and the ease with which tubercle could be conveyed to the healthy by the dried sputum blown about with the dust, and by a new city by-law expectoration in a public place or tramcar became an offence punishable by a fine. Neither appeal nor penalty had the full effect that could be desired, the by-law has not led to prosecutions, but there is ground for believing this educational work has not been altogether without beneficial result. Meanwhile, with Dr. Lionel Weatherly as its mainspring, Winsley Sanatorium was founded on a height overlooking the Avon Valley at Limpley Stoke. Bristol associated itself with the movement, and by monetary payments the Council on behalf of the citizens secured the right to 20 beds. Encouraging reports have been published of the effect of pure air and generous dietary, rather than drugs, upon patients who have submitted early to this treatment, but the problem does not end there. Conditions of employment and of housing are intimately associated with it, and thus the effort to meet one evil has resulted in attention being directed to others.

EMPLOYMENT AND HOUSING.

With regard to conditions of employment, important testimony was afforded in April, 1908, to a Select Committee of the House of Commons. Miss Wynne, who spoke on behalf of the National Home Workers' League, instanced Bristol and Yeovil as centres in which home work was carried on under favourable conditions and at fair rates of wages. In Bristol, she said, home work was not so common as in other large towns. House-rents were exceptionally low, a six-roomed house being obtainable at a rent of 6s 6d per week. The average housewife had consequently plenty to do without taking in home work. Where work, mostly tailoring, was taken in, it was well paid. The sanitary conditions, too, were very good. In 1907, of 1,376 homes visited and inspected by the sanitary inspector, only 40 were found to be insanitary, and that was not the fault of the tenant, but of the landlord. . . . Miss Wynne, in further examination, said that the conditions at Bristol and Yeovil were better than those which existed in other centres in England.

Questions connected with housing have afforded material for much anxious thought. The subject has again and again been referred to at meetings of the Council and their committees, and independent organisations have kept the matter to the front. There are still in Bristol a deplorable number of slums where houses are crowded together in a very undesirable way. It would be a revelation to some of the dwellers in the residential districts of the west and north to be shown the many curious courts of Redcliff, Bedminster, St. Philip's, St. James's, and St. Augustine's, St. Michael's, and Hotwells. The manner in which houses were squeezed into the narrowest space by a former generation of builders is indeed remarkable. The Health Committee have not seen their way to take the drastic action that some have desired. The difficulties and costliness of dealing with slums are proverbial; but from time to time houses have been reported unfit for habitation, and thus many of the worst buildings have been condemned. In this quiet way, between 1890 and the end of 1907, 339 of the most undesirable dwellings were closed by civic intervention, and 182 made habitable by repairs and alterations. Many others have been demolished by street improvements, and the execution of railway and industrial works requiring their sites. A certain number of small dwellings have been built by the Corporation to re-house people who have been dispossessed by the demolition of their former residences by improvement schemes, but the new buildings have proved costly, and the result has not escaped criticism. Early in 1908 the Council directed that further investigation should be entered upon. While repeated demands have been made for a constructive policy on the part of the Corporation, there has been an absence of suggestions showing how accommodation could be provided at the extremely low rents mentioned as within the means of the poorest. Of houses of a rather higher rent, private enterprise has produced an abundant supply, and the fact that many important industries have



MUNICIPAL LODGING-HOUSE; THE WASH-HOUSE; 1905.

MUNICIPAL LODGING-HOUSE; A CUBICLE; 1905.

MUNICIPAL LODGING-HOUSE; THE KITCHEN; 1905.

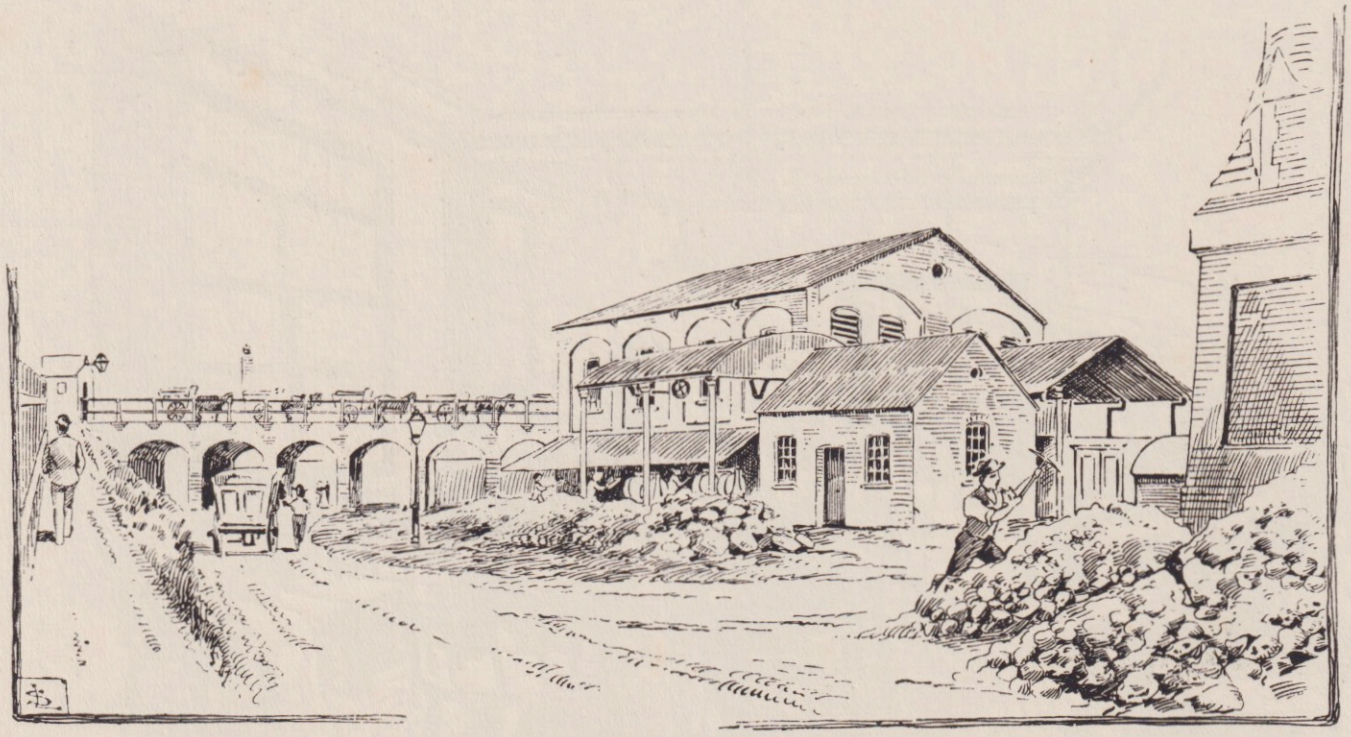
MUNICIPAL LODGING-HOUSE; 1905.

been shifted to the suburbs necessarily has had an effect in lessening the congestion in central areas. Increased facilities for town travel have tended in the same direction. Thus, while the population of Bristol has so largely increased, it seems safe to say that the great mass of the people are better off as regards living accommodation than they were formerly.

DWELLINGS BUILT BY THE COUNCIL IN CHAPEL STREET.

FOOD SUPPLY AND HYGIENE.

Bristol's municipal lodging-house (much criticised on its financial side) represents another type of effort to provide for the poor of the wayfaring class and to raise the standard of accommodation for them. The Health Committee have issued posters, pointing out the connection between alcoholism and physical deterioration; the Education Committee have associated themselves in a useful attempt to secure more intelligent treatment of the young by mothers, and in many other ways influences have been exerted in the hope of improving social conditions. Attention is also given to the quality of the food supply. Civic action has resulted in improved conditions at numerous farms and cowsheds in the municipal area, the aim being to prevent milk becoming contaminated by germs capable of producing an ill effect on human health. It has been realised that constant watchfulness both at the farm and in the process of distribution is necessary to secure this result. Bakehouses are inspected, and requirements with regard to sanitation have also led to improvements in this department of food supply. The difficulty of a thorough inspection of meat has been increased owing to the fact that slaughtering takes place at many private establishments, instead of at a public abattoir. A considerable number of imported cattle are, however, killed at the dock abattoir at Avonmouth. Fish and other foods also receive attention. The collection and analysis of samples to ascertain their purity, and the prosecution of offenders, has grown to a large business, and, apart from two articles—butter and milk—the small ratio of specimens condemned affords satisfactory evidence that adulteration is now extremely rare. Most of the complaints directed against the butter and milk are due to a failure to comply with a standard, rather than to adulteration as it is commonly understood. These examinations are carried out by Mr Edward Russell, the city analyst. Workshops, factories, lodging-houses, and offensive trades are all the subject of inspection. Duties of this kind, almost if not quite unknown fifty years ago, occupy a considerable staff of officers, but the work to be done is so large that it has been frequently pointed out that in certain directions it is impossible to make the inspection as complete as desired. Statistics afford illustrations of this. There are in Bristol 114 slaughter-houses, including those at the docks, and operations are carried on in many of them simultaneously.



THE DESTRUCTOR, ST. PHILIP'S MARSH.

In 1906 no fewer than 207,153 animals were slaughtered, of which the inspectors saw 99,270, while 107,883 went out to consumers without inspection. In addition, thousands of carcases came in from outside the city, and, in the year named, 6,000 were examined. The Chief Inspector, Mr J. W. Kirley, in the summer of 1908 drew attention to these figures in the hope that the provision of public abattoirs would result from the consideration given to the subject. Inspectors have also had to deal with 1,611 registered workshops; 1,020 milk shops and dairies; 81 farms, all within the city boundary; and an immense amount of general work necessary to the maintenance of a high standard of sanitation. Besides Mr Kirley, there are under the Health Committee a superintendent inspector (Mr T. Lowther); 12 district inspectors; and six inspectors for special branches of the work. In 1907 no fewer than 58,245 visits and revisits were made by inspectors under the Health Committee. Cases of infectious disease necessitated 5,869 visits, the disinfection of 2,057 houses, and the destruction or disinfection of 46,137 articles of clothing, &c. Under another committee Mr F. W. Simpson devotes himself to food products taken for analysis and to the enforcement of the Shop Hours Act.

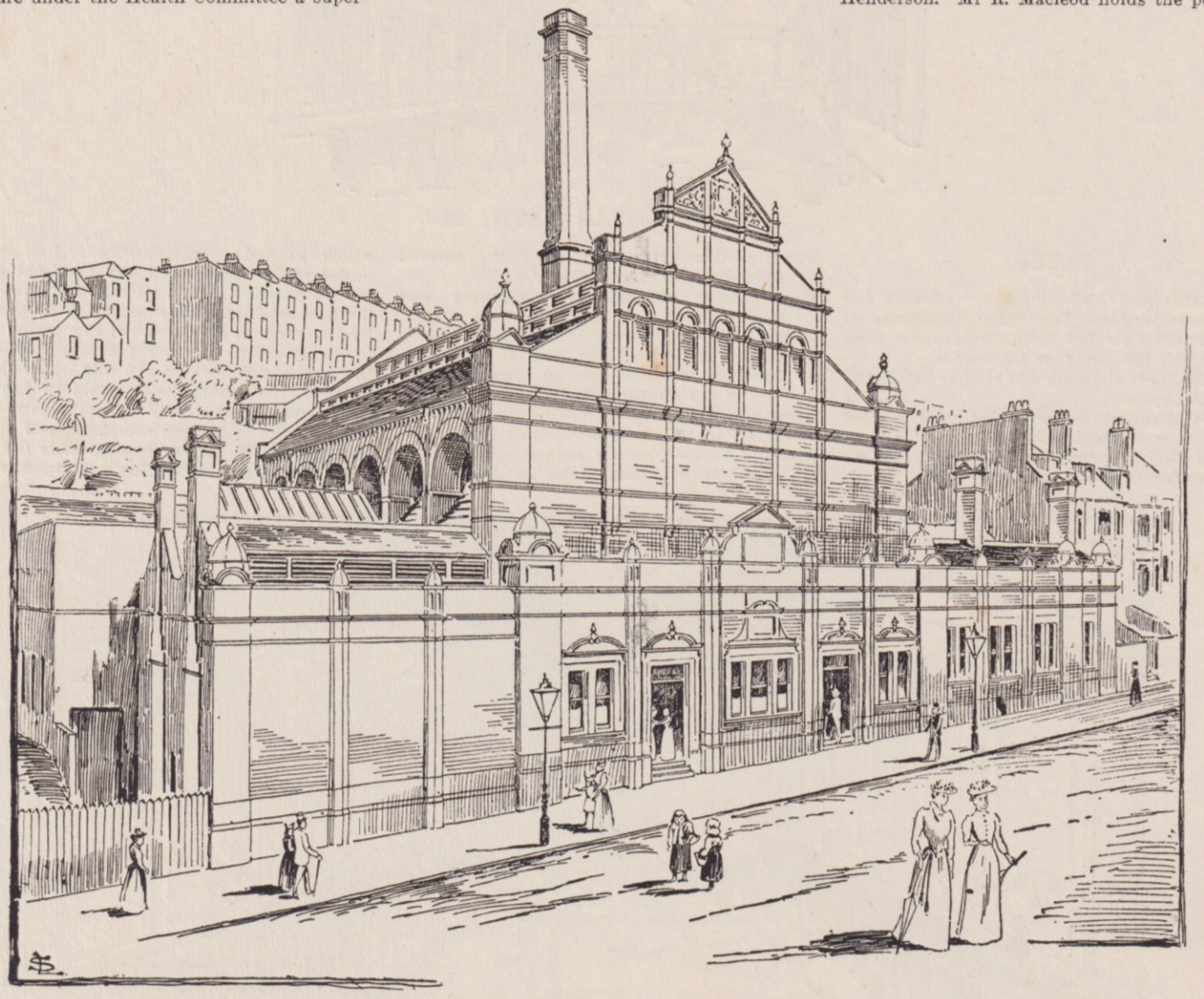
Fresh Local Government regulations, brought into force in the autumn of 1908, imposed important new duties on the Sanitary Authority, whose officers will henceforth be responsible for the inspection of food and drink brought aboard ship to the port, either for the use of the citizens or distribution to other parts of the country. The new law requires that inspection of arriving consignments shall take place without delay, and it is expected additional officers will be needed.

While problems many and difficult remain, the city has some reason to feel proud of what has been achieved. Among industrial populations Bristol has long been remarkable for its moderate infantile mortality; its zymotic and general death-rate have been maintained at a consistently low level.

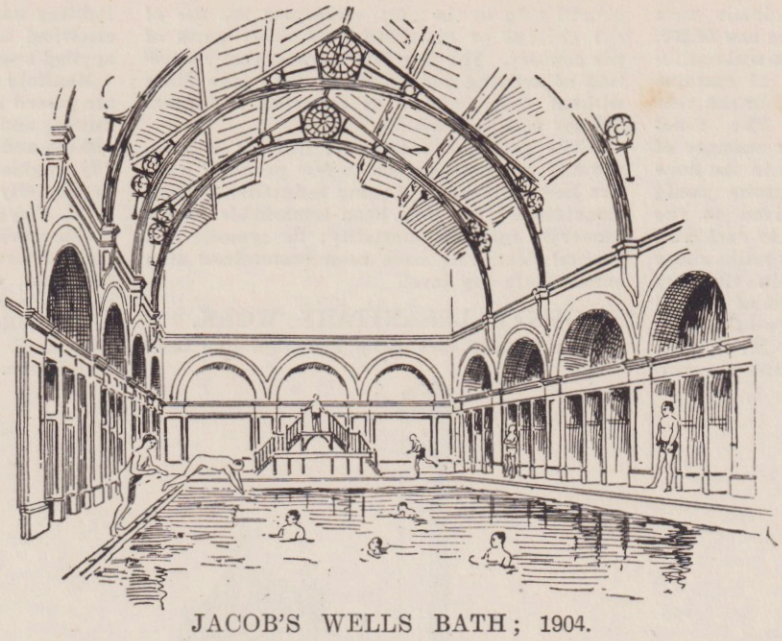
GENERAL SANITARY WORK.

Prior to 1858 very little attention had been paid to street cleansing; some parts of Bristol were utterly neglected. That was one of the matters which also engaged the attention of the Board of Health, and afterwards of the Sanitary Committee, which was formed in 1865. Cleansing has for many years been carried out by Corporation workmen, a system found to give much better results than the former plan of leaving the work to contractors. House refuse is also collected by Corporation men and carts, and use made of the destructor clinker for concrete paving, &c., in workshops under the care of Mr W. H. Baker. Fifty years ago a municipal destructor for destroying garbage was scarcely dreamed of; street watering was unknown in Bristol; steam rollers had not made their advent; wood-paving was unthought of; street lighting was defective; and the competition of electrical arc lamps was beyond the range of applied science.

Manifold duties under these and other heads are placed under the care of the Sanitary Committee, and employ an extremely large staff of officers and workmen. Mr T. H. Yabbicom, the city engineer, is assisted by Mr W. J. Steele, deputy city engineer; Mr G. E. Ford and Mr A. H. Claypole, divisional engineers; Mr R. H. Webb, chief clerk; and Mr H. W. Harding, chief architectural assistant. The city is divided into six areas, each under the care of a qualified district surveyor, these officers being Messrs L. S. McKenzie, E. W. Lashmore, W. H. G. Kieser, F. Wilson, E. S. Perrott, and J. A. Henderson. Mr R. Macleod holds the position of hauling and scavenging inspector. These officials have men under them to see that the scavenging, watering, and street cleansing is properly carried out. The amount of house refuse collected annually is 95,000 tons; the destructor constructed in 1892 can only deal with a third of this, and the rest has to be tipped on various sites. The provision of a second destructor is realised to be the more necessary as ground on which crude refuse can without offence be deposited is every year becoming more scarce. The oversight of new premises in course of erection has a close connection with public health, and Mr F. J. Williams, the building surveyor, and six inspectors, devote themselves to this work.



MUNICIPAL BATHS AT JACOB'S WELLS.



JACOB'S WELLS BATH; 1904.

BATHS.

In baths and washhouses the advance has been considerable. The Baths Committee of the Council have ten institutions under their charge, the list being as follows:—

Broad Weir.—Swimming and slipper baths, and washhouses.

Mayor's Paddock. — Swimming and slipper baths, and washhouses.

Jacob's Wells.—Swimming and slipper baths.

Rennison's.—Open-air swimming bath.

Victoria.—Open-air swimming bath, covered swimming bath, and slipper baths.

Royal Baths, Kingsdown. — Swimming and slipper baths.

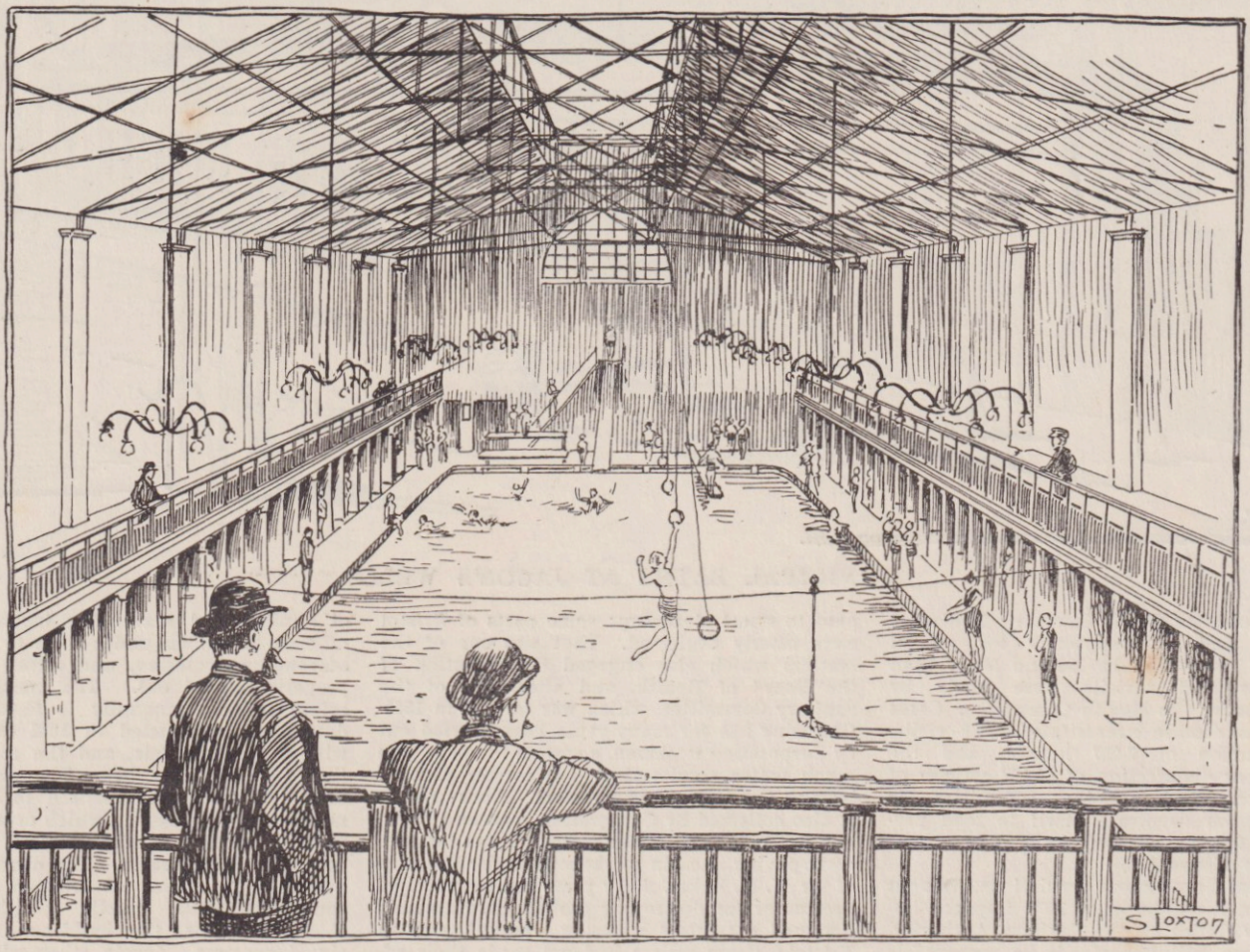
Barton Hill.—Swimming, slipper, and spray baths. (The swimming bath at this establishment is utilised as an assembly room during the winter months.)

Greville Smyth Park.—Open-air swimming bath.

Victoria Park.—Open-air swimming bath.

Eastville Park.—Open-air swimming bath.

The oldest of these baths is Rennison's, which existed long before the half-century under review, but which was then not under the Corporation's care. The Broad Weir was the first establishment constructed by the city. Its inception in 1849 occurred at a period when public attention was being strongly called to the hygienic defects of the city. The theory, however, that public baths could be run at a profit was not supported by experience. The baths on the Weir were completed and opened in August, 1850. A few months after the decision to build this institution a prospectus fore-



CORPORATION BATHS AT BARTON HILL; 1908.

shadowed the Victoria Baths, Clifton, as the result of private effort. The opening of this bath occurred in July, 1850. The Kingsdown Baths also had a private origin, but, like the others, in course of time were acquired by the municipality. Statistics compiled by Mr J. Kane, the chief superintendent of the baths, showed that in the year ended March 25th, 1908, 249,982 persons visited the swimming baths; 102,275 utilised the private baths; and on 29,641 occasions women used the laundries to wash clothes.

REMARKABLE SAVING OF LIFE.

Statistics afford striking evidence of the value of wisely directed effort in lessening unnecessary waste of life. A mortality chart drawn in 1898 enabled the fluctuations of the first fifty years of the Victorian Era to be seen at a glance. The mean death-rate for the whole period was 22.7. Between 1838 and 1875 there were only seven years in which the mortality sank below that level; in most of the others it was higher. Since 1875 that mean has never been reached; the rate has, year after year, remained materially below it. In 1907 the rate of mortality per thousand of the population gave the wonderfully low average of 13.3. Sixty years before, it stood at 31. The meaning of these figures can be understood by asking—What would be the result of applying the ratio of the earlier period to the population of 1908? The answer is startling. Between six and seven thousand citizens would have gone prematurely to their graves. In one year, in one community, a number of preventible deaths would have occurred equal to those in a great battle. Since 1855 two men have served the city in the responsible position of Medical Officers of Health. The appointment of Mr David Davies, in February, 1855, was a proof of the awakening that had occurred. The era of reduced mortality had already begun. Yet in 1858 the mortality was 24 per thousand per annum. That ratio would have involved the sacrifice of four thousand lives in one year had it been the rate for 1907. Dr. D. S. Davies, who succeeded his father as Medical Officer in 1886, has had the satisfaction of seeing Bristol earn its title to be regarded as one of the healthiest of large centres in the country. Many factors have contributed to bring about the result achieved, and among the notable contrasts prompted by the retrospect is that in the zymotic death return. In 1858 this mortality was 7.7 per thousand of the population; in 1907 the figure was 0.8.

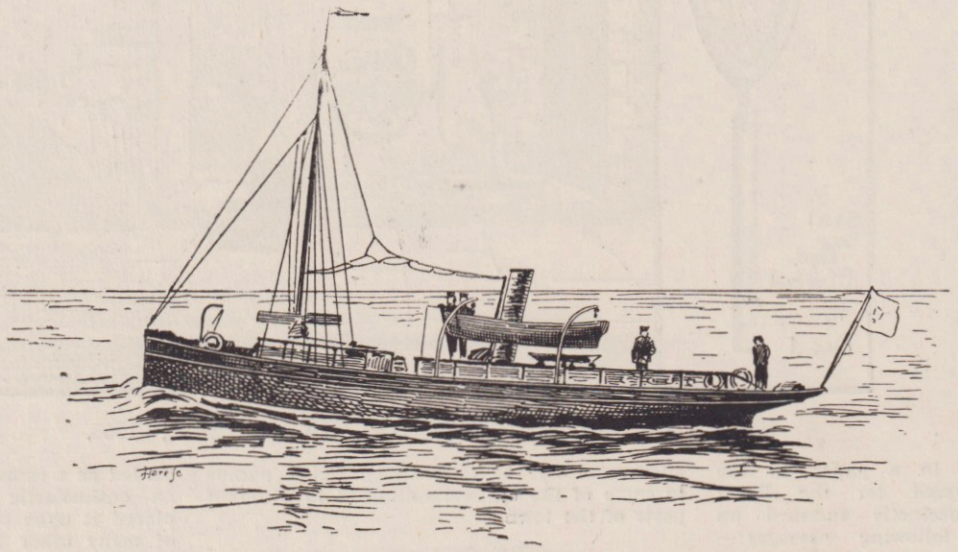
In his report for 1907, Dr. Davies was able to allude to that period as "a year of records." The death-rate was the lowest ever recorded in Bristol, and was much below that of the average of the 76 great towns of England. The birth-rate was the lowest recorded for 70 years The infantile death-rate was lower than had ever been known.

The medical officer of health is from time to time assisted by Dr. J. C. Heaven, in both city and port work. Mr G. C. Pauli is visiting medical officer at the Novers Hill Hospital; Dr. J. Fletcher, resident medical officer at Ham Green; and Mr S. O. Dimond, chief inspector to the Port Authority.

In making comparisons with the past it must be remembered that large outside areas were added to the municipality in 1897 and 1904; arithmetical calculation must, therefore, not be applied too rigidly. With this caution, the following return is instructive:—

	Estimated population.	Birth rate per 1000.	Death rate per 1000.	Infantile mortality to 1000 births.	Zymotic rate.
1877	202,950	35·9	21·8	153·5	3·3
1878	206,419	35·1	21·4	158·2	2·0
1879	209·947	36·4	21·4	145·4	2·2
1880	213,563	33·7	20·0	144·5	3·0
1881	206,503	34·4	19·6	126·3	2·2
1882	208.007	33·3	19·3	142·0	2·3
1883	209,522	32·6	18·1	133·9	1·1
1884	211,048	32·6	19·0	145·3	1·8
1885	212,586	31·9	20·1	155 0	2·2
1886	214,134	31·4	19·8	149·1	2·2
1887	215,694	30·6	21·0	150·4	3·0
1888	217,266	30·4	17·5	124·6	1·3
1889	218,848	30·5	18·3	145·8	2·2
1890	220,442	30·0	20·5	149·4	2·1
1891	222,049	30·3	20·8	144·5	1 7
1892	223.592	29·3	19·3	145·2	2·0
1893	225.028	30·1	18 8	141·2	1 6
1894	226.578	28·8	17·1	148·3	2·0
1895	228,139	29·0	18·0	141·1	1·1
1896	230,626	27 8	16·8	138·9	1·8
1897	232,242	28·0	17·1	145·6	1·8
1898	316 900	28·5	17·1	164·5	2·6
1899	320,911	29·0	18·2	157·1	1·8
1900	324,973	27 6	16·6	151·9	1·8
1901	329,086	27·0	15·9	130·4	1·6
1902	334,632	27·4	17·3	130·7	2·7
1903	338,895	27·2	14·2	116·3	1·1
1904	343,204	25·6	15.5	133·7	1·6
1905	358,515	26·9	14·7	122·4	1·6
1906	363,223	25·8	14·5	127·6	1·6
1907	367,979	24·2	13·3	100·9	0·8

A return such as this affords striking testimony to the value of the effort that has been put forth in the last half century; but no figures can measure the beneficial effects realised in the homes and lives of the people.

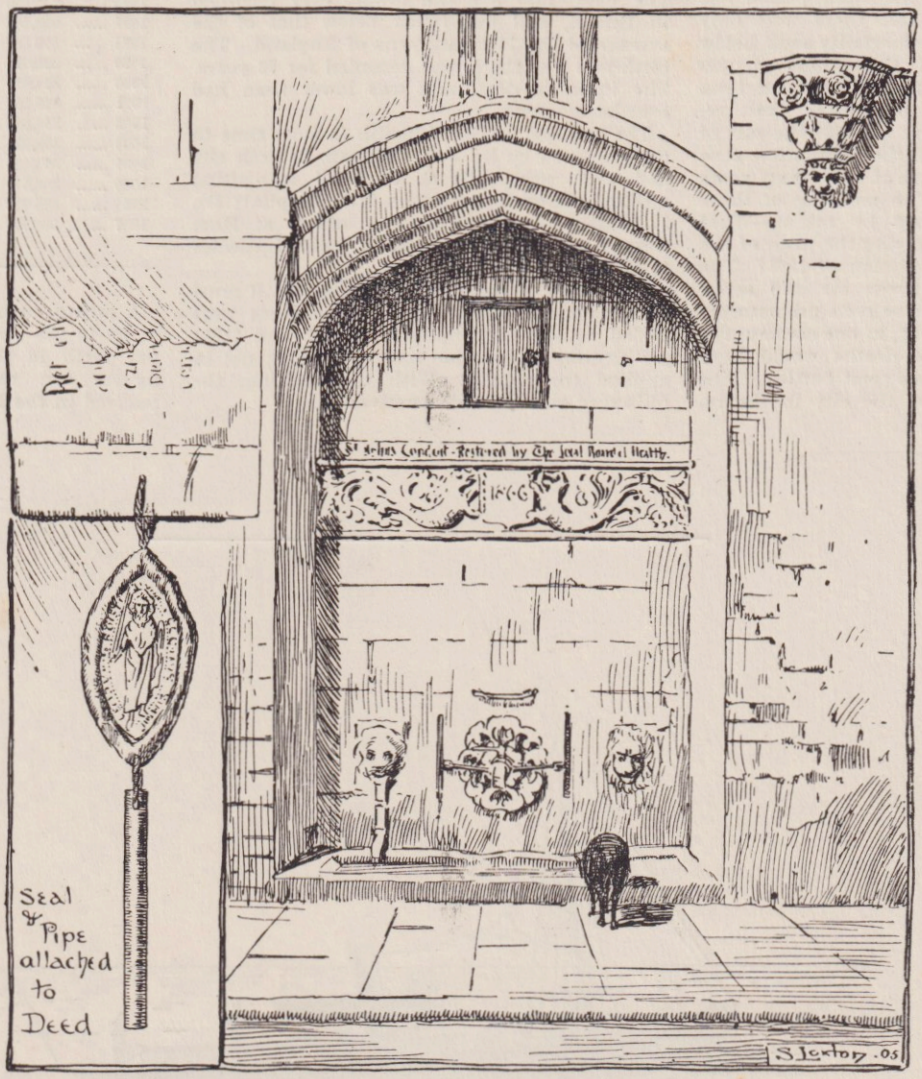


THE STEAM LAUNCH LUATH.

(This little vessel is used for visiting arriving ships at Kingroad, in connection with Port Sanitary work.)

WATER SUPPLY AND CONSUMPTION.

The Bristol Water Works Company was formed twelve years before the period specially embraced in this retrospect, but the scope of the undertaking has been so enlarged that it bears little resemblance to that of 1858. In the first volume of the 'Western Daily Press' is found a complaint at the company taking on new customers, the implication being that those already on their books obtained an insufficient supply. In 1908 no one can truthfully suggest that Bristol is not excellently and plentifully served with water. Even in prolonged drought there is not the slightest anxiety as to shortage.



ST. JOHN'S CONDUIT IN NELSON STREET; 1906.

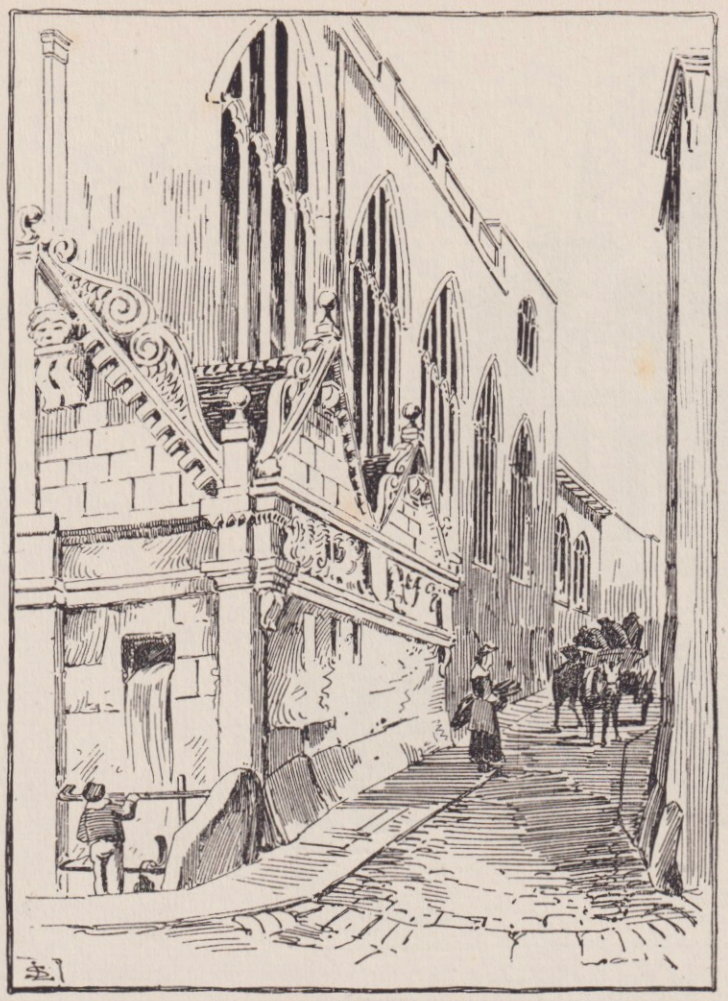
Mr Thomas Lowther, in a paper on the general subject prepared for the Royal Sanitary Institute, succinctly summed up the story in the following passages:—"Originally there were seven ancient water supplies to the city, distributed over different areas, each parish supplying its own religious houses first. Documentary evidence, however, proves that any surplus water not required for themselves was, under certain conditions, allowed to be taken by the adjoining parishioners. Dispute appears to have occasionally arisen as to right of usage, but there was never a military struggle for the possession of the springs, such as we read of in Biblical history. On the suppression of the monasteries the maintenance of these ancient supplies was vested in the various churchwardens, who charged a tax on the owners of properties using the supplies; but on the foundation of the Bristol Water Works Company in 1846, these taxes were suppressed. Notwithstanding that some legacies were left for the upkeep of some of these supplies, they have been neglected in recent years, and consequently not much used for domestic or other purposes. During the water famine at Bristol in 1864 these ancient supplies were again fully utilised, and were augmented by the Corporation fixing pumps to some of the old wells situated in different parts of the town."

PRIMITIVE MAINS.

In excavations made during the past half-century, workmen have discovered relics of elm trunks, hollowed out to serve as pipes. These primitive mains can be traced back to an effort made about 1695 to bring to the city a more reliable supply of water. A company formed for this purpose had its powers ratified by Royal assent, and water was brought from Hanham Mills to Crews Hole. To raise its level it was pumped to a tank at Lawrence Hill, then quite in the country. The elm pipes were laid to carry it into Bristol. One of the conditions on which this company was formed was that it should make a small payment every seven years to the Corporation for the concession. The enterprise, however, had not the characteristics essential to permanent success, and it was eventually abandoned. The suggestion in 1811 of a further attempt to supply Bristol with water bore no fruit, and the citizens had to do the best they could with the wells and conduits. Bristol, indeed, at that time apparently was regarded as a community well off for water, and an enthusiastic guide-writer a century ago placed it upon record that "while the people of many other Towns are drinking brackish draughts, or the contaminated puddle of their rivers, the people of Bristol are imbibing health and purity with every potation." (Matthews's "New History of Bristol" for 1793-4.)

ANCIENT CONDUITS.

Some of the ancient springs were conveyed in underground pipes to a considerable distance from their source. Anyone passing over Redcliff Hill will, in the wall bounding the



ST. JOHN'S CONDUIT WHEN IN BROAD STREET.
(From an old engraving.)

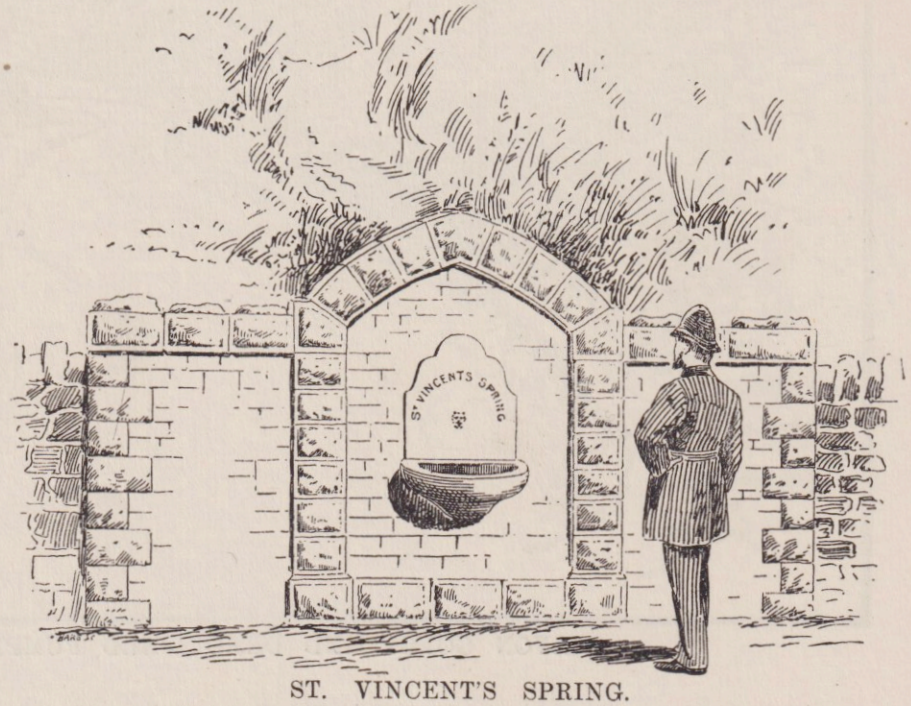
thoroughfare near Redcliff Church, notice one of the oldest of the ancient city supplies. The water comes all the way from Knowle, and seven centuries ago was granted by Lord Robert of Berkeley to the churchwardens of Redcliff for the free use of the inhabitants. Another famous conduit is that in St. John's, which formerly discharged on the Broad Street side of the old city gate, but afterwards was moved to Nelson Street. Springs on the north-east side of Brandon Hill and the top of Park Street feed this supply, which came via Pipe Lane to the Carmelites' Friary, in the vicinity of Colston Street. When preparations were being made for building the new offices for the Gas Company, the old conduit was brought to light. A branch was extended from the Monastery to St. John's. By changes of time and circumstances this supply passed from the care of the church to that of the Corporation. The pipe and seal attached to a deed, referred to in one of the sketches, carries the mind back to bygone conditions. The Friary allowed St. John's to have a share of their water, and a pipe was attached to the document to indicate the size of the conduit, and consequently its capacity. By the Stone Bridge is the Quay Pipe, the use of which has also survived to the twentieth century. This water comes from Ashley Hill. A spring in Maudlin Street, near the Moravian Chapel, still flows to All Saints' Lane, where, a few yards from Corn Street, it may be seen. The ejject is, however, railed in. On the north-west corner of Bristol Bridge stood the St. Nicholas Pipe, but it was removed in 1762 when the gateway at the bottom of High Street was demolished and other changes were effected. A conduit in the middle of Temple Street was fed from Totterdown, and had its doom pronounced by a street improvement Act of 1775. In the centre of Thomas Street also at one time stood a similar supply. A large pump remained in the middle of Wine Street until October, 1887; and even later St Peter's Pump stood in a recess at the corner of Peter Street and Dolphin Street. It reminded those who were familiar with Bristol's history of St. Edith's Well, for centuries an important source of water supply in St. Peter's. The antiquity stood until 1766, when it was removed under an improvement scheme, the interesting superstructure of the well being re-erected in Stourhead Park by Mr Henry Hoare.

Notable springs also existed, and to some of them were ascribed exceptional virtues. The Hotwells need only be named to suggest the period when visitors from all parts thronged to the district to take the waters. Mother Pugsley's Well, at Kingsdown, was also famous.

The city was growing, and by 1840 the matter had become sufficiently serious to cause apprehension in some minds. A meeting presided over by the Mayor in that year failed to stimulate sufficient interest to lead to the formation of a Bristol and Clifton Water Works Company, and four or five years after the Merchant Venturers' Society built a pumping-house on the bank of the Avon below Sea Walls, and began preparations for constructing a reservoir on Observatory Hill. It, however, soon became obvious that this project was quite inadequate to the city's needs, and in 1846 discussion ended in the formation of the Bristol Water Company. The Merchant Venturers' pumping-house was pulled down in 1864. It was not surprising that in the earlier years the Water Company's resources were not equal to all emergencies, but by a series of courageous advances the problem has been most adequately solved, with the result that, even in seasons of prolonged drought, a continuous service has been maintained, the only period when the water is turned off being the short time, now and then, required for repairs.

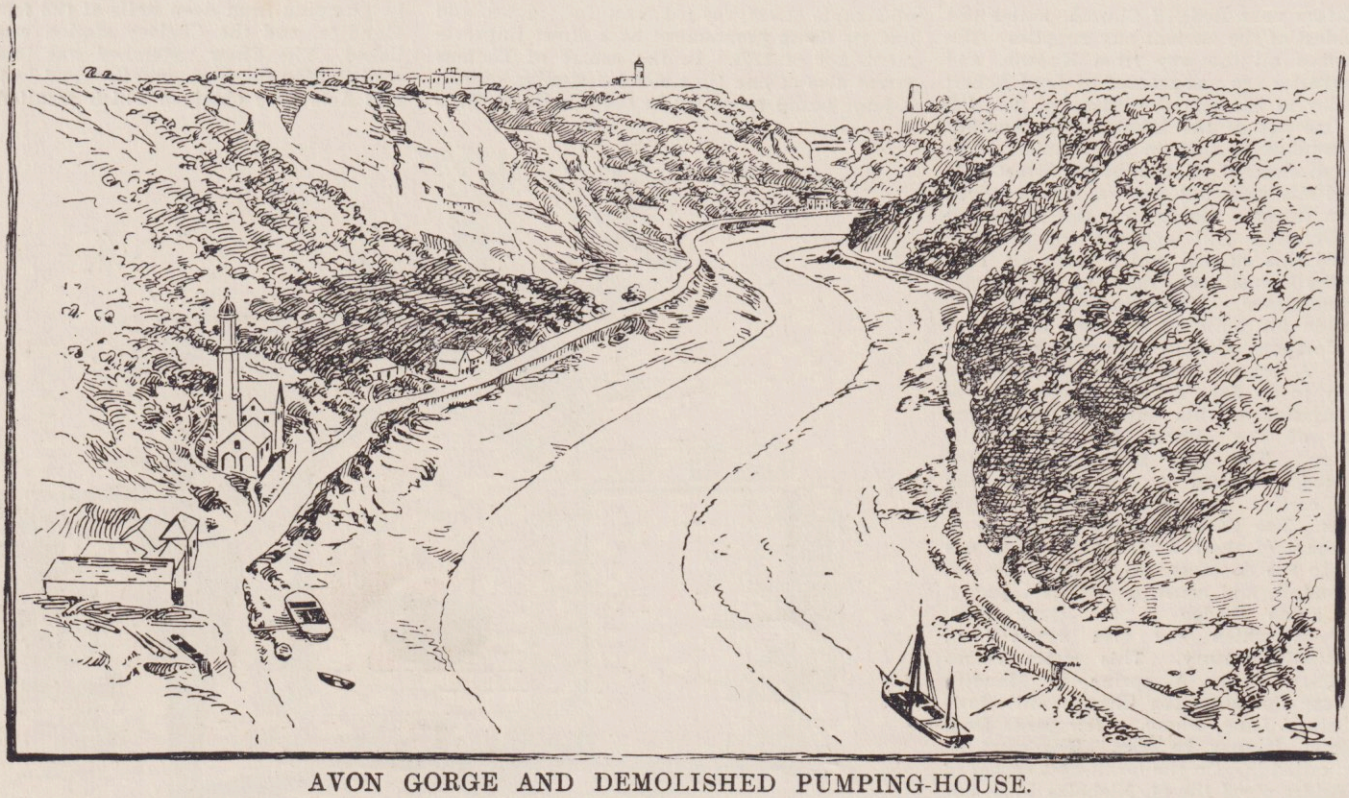
WATER COMPANY'S BOLD POLICY.

Since 1858 two large reservoirs have been added to the works at Barrow, one in 1862, and another in 1882. In 1865 provision was made to supplement the supply obtained from springs by pumping from deep wells at the foot of the Mendips, and the Chelvey station was established. The Chew watershed was laid under contribution for fresh supplies, and in 1888 and 1889 Acts were obtained which resulted in the

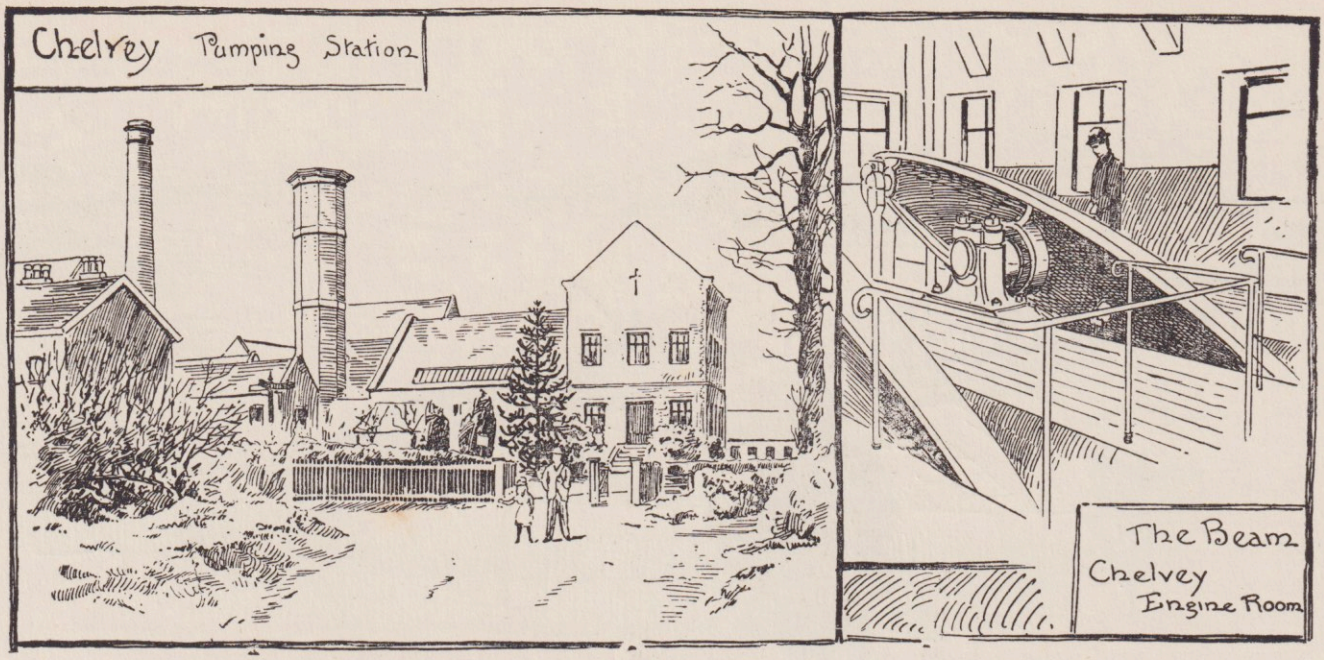


ST. VINCENT'S SPRING.
(On the banks of the Avon below Sea Walls.)

"ST. PETER'S PUMP."
(From Skelton's engraving.)



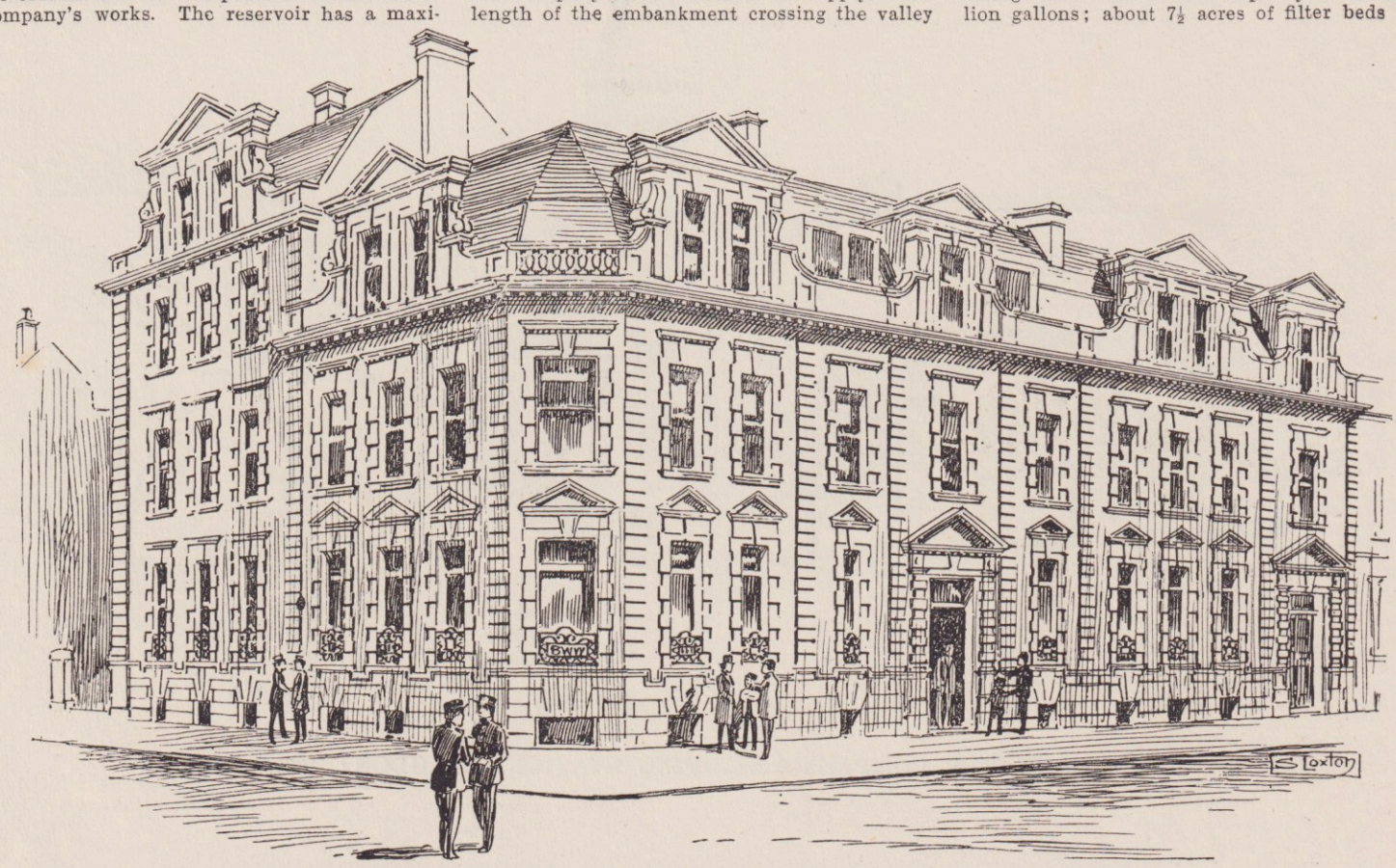
AVON GORGE AND DEMOLISHED PUMPING-HOUSE.



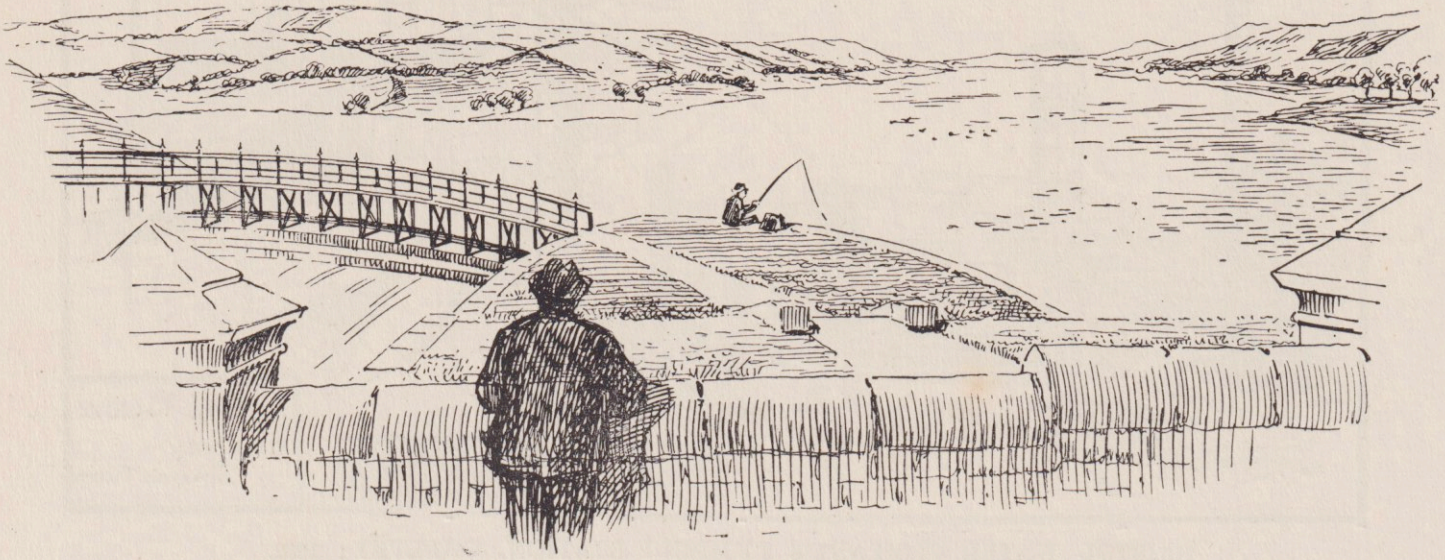
BRISTOL WATER COMPANY'S PUMPING STATION, CHELVEY; 1892.

magnificent reservoir at Blagdon. The valley down which flows the River Yeo has had a massive rampart constructed across it near Blagdon, the impounded water forming a lake a mile and a quarter in length. This beautiful sheet of water is larger than the combined area of Durdham and Clifton Downs, is notable for its trout, and has become the haunt of wild-fowl. As a safeguard against contamination of the Yeo, several villages had to be provided with sewage interception systems, in order that the sewage should be subjected to treatment and the effluent carried to a point below the Water Company's works. The reservoir has a maximum depth of 37 feet, an area of 450 acres, and a capacity of 1,770 millions of gallons. As part of the scheme, the compensation water delivered daily to the River Yeo below the embankment is 1,900,000 gallons.

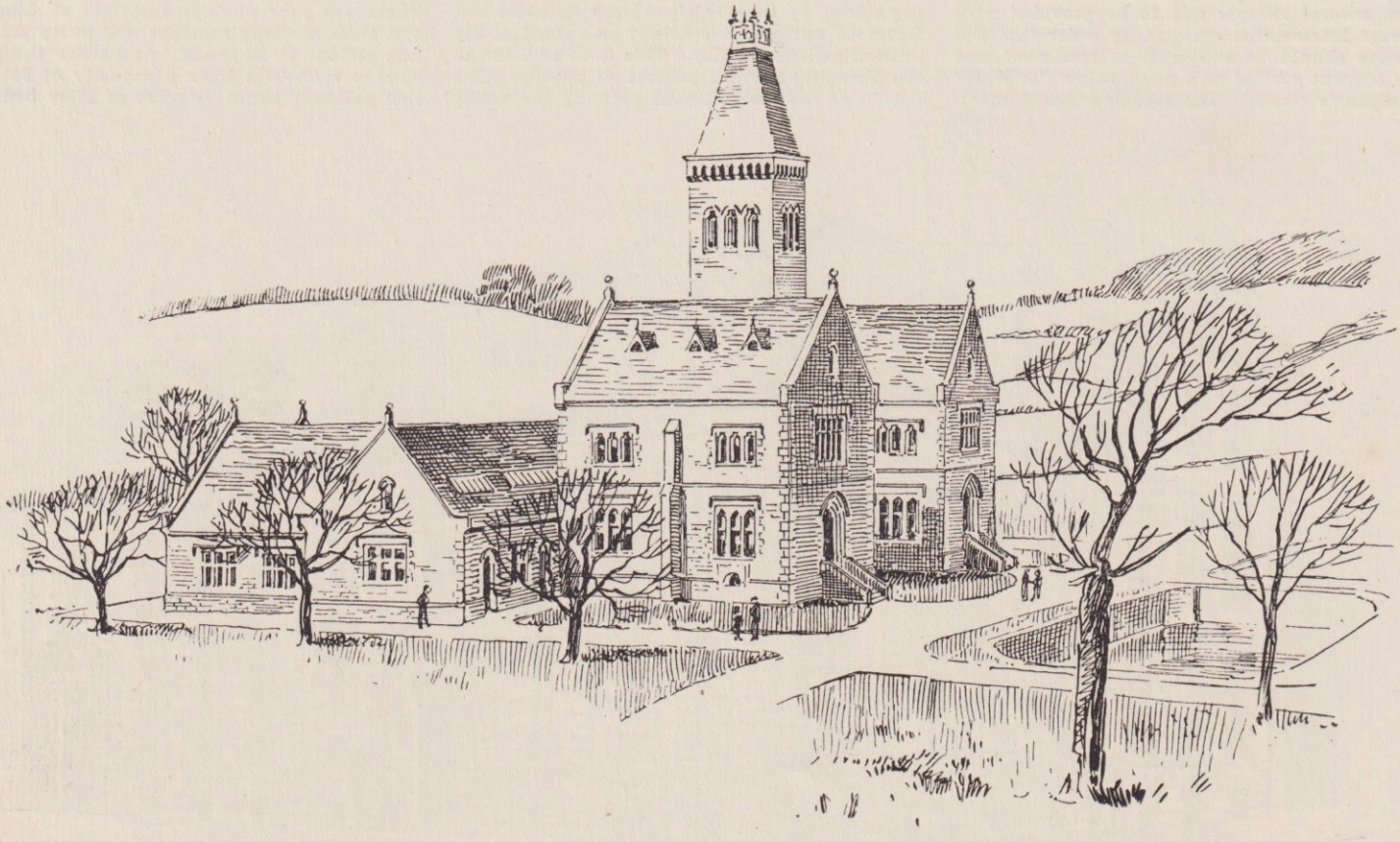
The estimated quantity of water available from the Yeo valley works for distributing during a period of three driest years, including supplies brought to the reservoir and the pumping station by lines of pipes from Rickford and Langford springs, is officially computed at six million gallons per day. This is in addition to the Company's other sources of supply. The length of the embankment crossing the valley is 530 yards, and the puddle-trench by which the rampart was rendered impervious to water was carried down in places 175 feet below the natural surface of the ground to a bed of water-tight red marl. The water is carried from Rickford springs to the reservoir in 27-inch pipes; from Langford springs in 21-inch pipes; and is pumped from the station by the side of the lake through 30-inch pipes to Barrow. There are four engines installed at Blagdon, and three working together will pump six million gallons in 22 hours. At Barrow the three storage reservoirs have a capacity of 860 million gallons; about 7½ acres of filter beds are



BRISTOL WATER COMPANY'S OFFICE, TELEPHONE AVENUE; 1907.

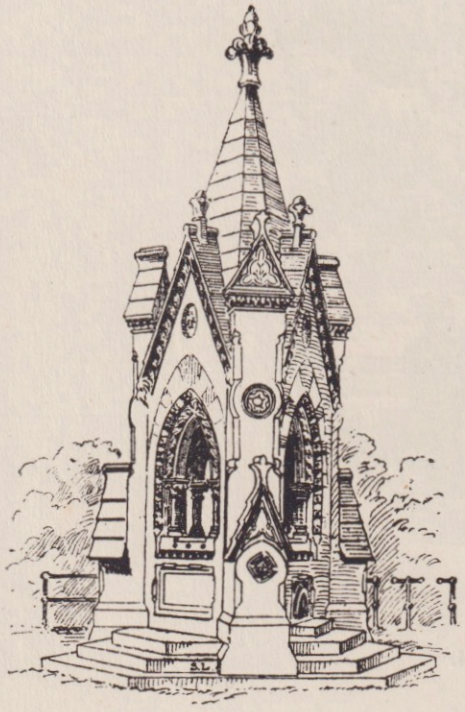


BRISTOL WATER COMPANY'S RESERVOIR AT BLAGDON; 1902.



BRISTOL WATER COMPANY'S PUMPING STATION, BLAGDON; 1902.

FOUNTAIN AND CLOCK TOWER, ON BLACKBOY HILL.
(Erected in 1903 as a Memorial to the Rev. U. R. Thomas.)



PROCTOR'S FOUNTAIN.

used, and the water passes through the purifying medium on its way by gravitation to Bristol. The supplies from Sherborne spring and the Chelvey pumping station come direct to Bristol, where there are several pumping stations to raise water to higher levels. For the development of this huge undertaking great expenditure has been necessary, and the capital of the company is over two millions.

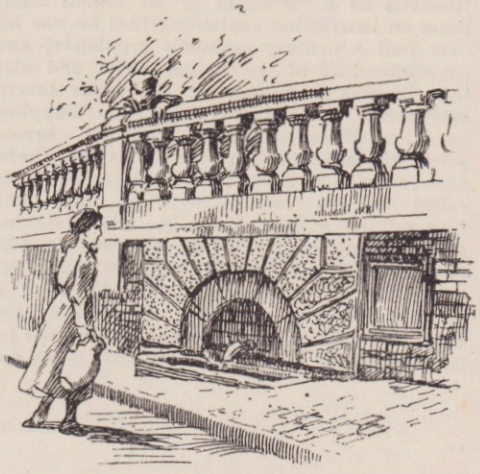
During the last forty years the acquisition of the water works by the Corporation has been frequently talked of. It was near accomplishment in 1877, but hostile critics condemned the terms arranged, and the project was abandoned. A few years ago the proposal to purchase was revived, but nothing came of it.

Another incident worth mentioning in connection with the water supply of Bristol is the attempt made in 1886 to obtain Parliamentary powers to give Bristol a second service under another company. In a reference already made to the Severn Tunnel, the stream which flooded it during construction has been mentioned. It was estimated the yield of this underground river was fourteen million gallons each day. The promoters of the Parliamentary Bill in 1886 proposed to bring this water to Bristol, but after prolonged inquiry the Parliamentary Committee declined to give their sanction to the scheme.

During the past fifty years the majority of wells in the older parts of Bristol have been closed, but some citizens continue to derive their water from the old source, indifferent to the risk of contamination, or satisfied that it is non-existent.

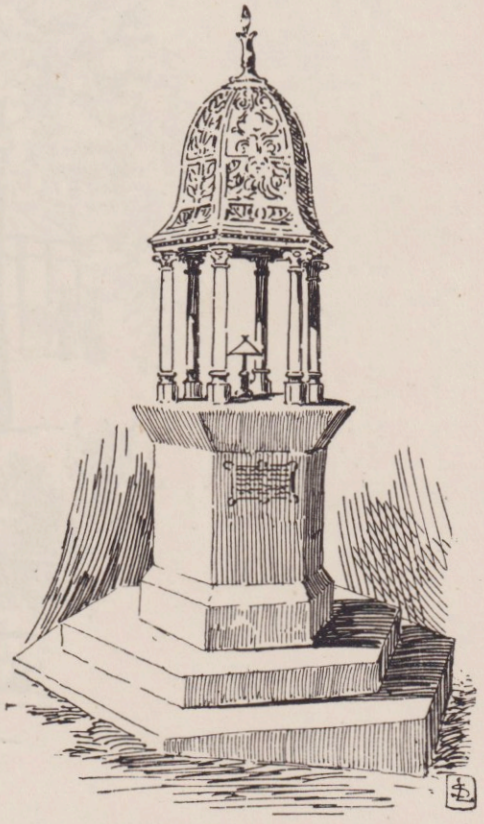
CONSUMPTION OF WATER.

With an unlimited supply the consumption of water has become very large. Public drinking fountains in Bristol appear to date from a suggestion by Mr Robert Lang at a Council



REDCLIFF CONDUIT; 1908.

meeting in 1859. Mr Latimer records the fact that the proposal met with cordial approval, and fountains at the end of Prince Street and on the Welsh Back were erected about six months later. That in the wall of St. Augustine's Church was the gift of Mr T. P. Jose, and Mr Lang supplied the one in Queen's Road near the Bishop's College (now the site of the Art Gallery). Alderman Proctor's fountain at the top of Bridge Valley Road dates from 1872, and the large fountain on Durdham Down near the Water Company's reservoir was erected, in



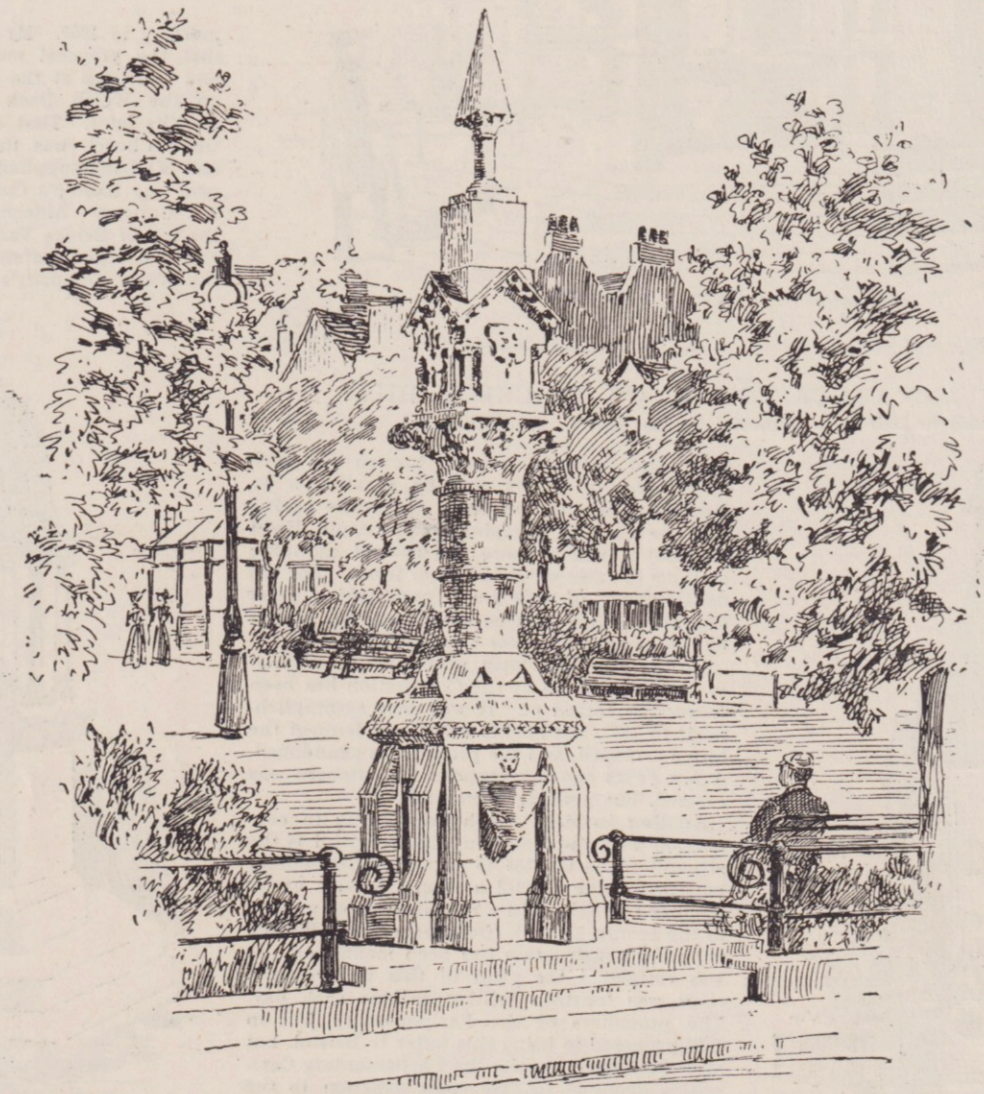
FOUNTAIN AT ROWNHAM; 1902.
(Erected near the entrance to Cumberland Basin, as a memorial to Mr Simon Short.)

1877, by the local committee connected with the visit of the Bath and West of England Agricultural Society. There are now 43 fountains, one of the latest being that on Blackboy Hill, erected as a memorial to the Rev. U. R. Thomas. Mr Thomas was for very many years identified with this district as minister of Redland Park Congregational Church, and was prominent in the educational, philanthropic, and religious activities of the city. The fountain erected at Hotwells as a memorial to Mr Simon Short bears an inscription explaining that he was for over half a century seamen's missionary and superintendent of the Bethel Ship; and also that he was a pioneer in the cocoa tavern movement. Bristol fountains are supplied by the Water Company at an agreed price; the consumption of water is not, therefore, recorded by meter in such cases. Eighteen cattle troughs require between three and four million gallons annually. The cleansing and flushing of public conveniences in 1907 took 10,391,000 gallons. It was not until 1867 that street watering was adopted by the Corporation to minimise the dust; in round figures, 40 million gallons are required each summer for this branch of civic work. In 1908 thirty-five miles of macadamised highway in Bristol had a surface treatment of tar, this having been found to retard the disintegration of the road and to lessen dust and mud. This system promises to reduce the use of the water-cart to some extent. It cannot be said that in habits of personal cleanliness such progress has been made that no reason for complaint now exists. Experience with regard to children admitted to Bristol hospitals shows that in many homes the standard is still a low one. It will scarcely be denied, however, that a considerable movement has been made in the desired direction. Even expensive houses built fifty years ago were often without a bathroom; in 1908 such a provision is deemed a necessity, and dwellings rented at £19 or £20 a year have often this accommodation as a part of their ordinary equipment. The multiplication of swimming baths and swimmers is another feature of the period under review. The improvement in the water supply effected in the last fifty years has contributed in no small degree to the healthiness Bristol enjoys.

On the eastern outskirts of Bristol the West Gloucestershire Water Company supply the inhabitants of Kingswood and other districts.

ST. PETER'S PUMP.

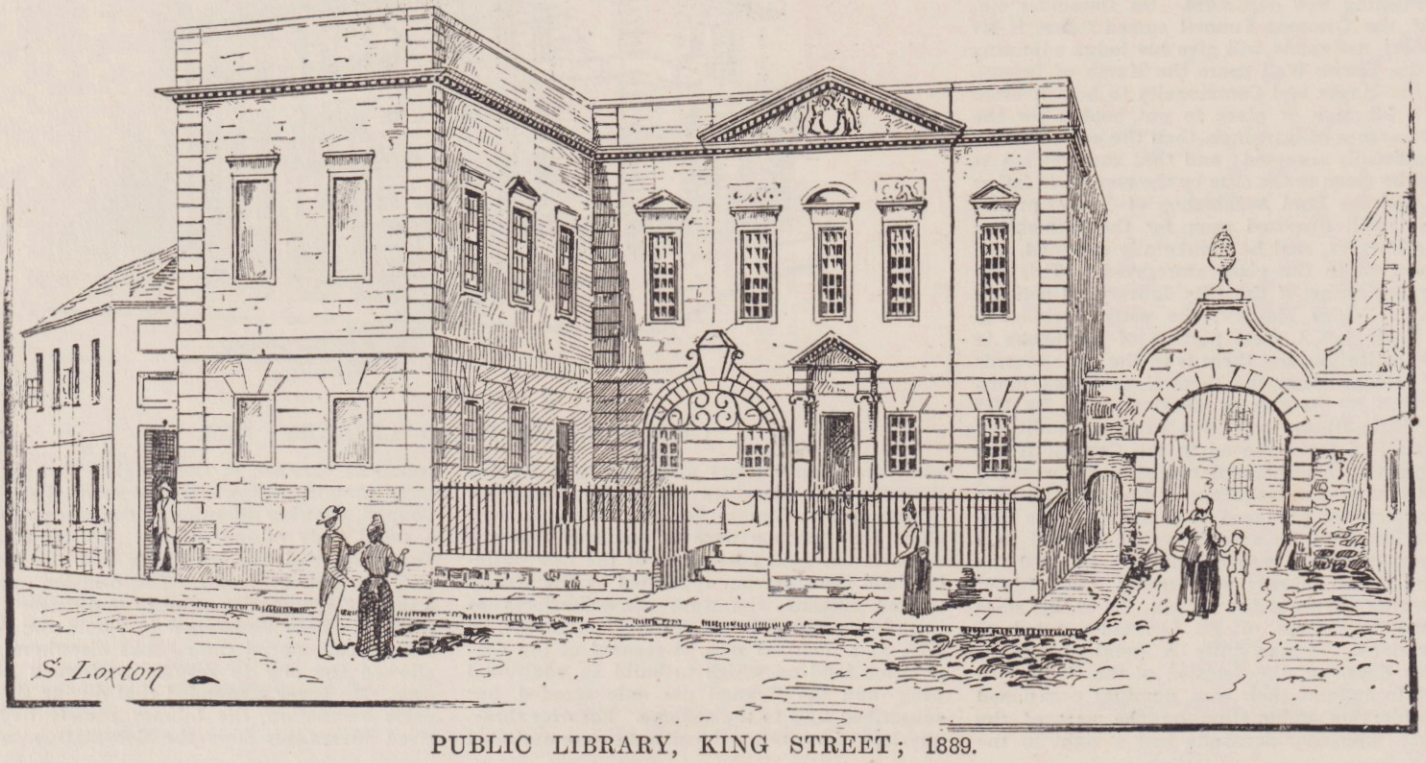
(Erected at the corner of Peter and Dolphin Streets after the removal of the ancient Pump and Cross from Peter Street. The recess has since been taken into the adjoining shop.)



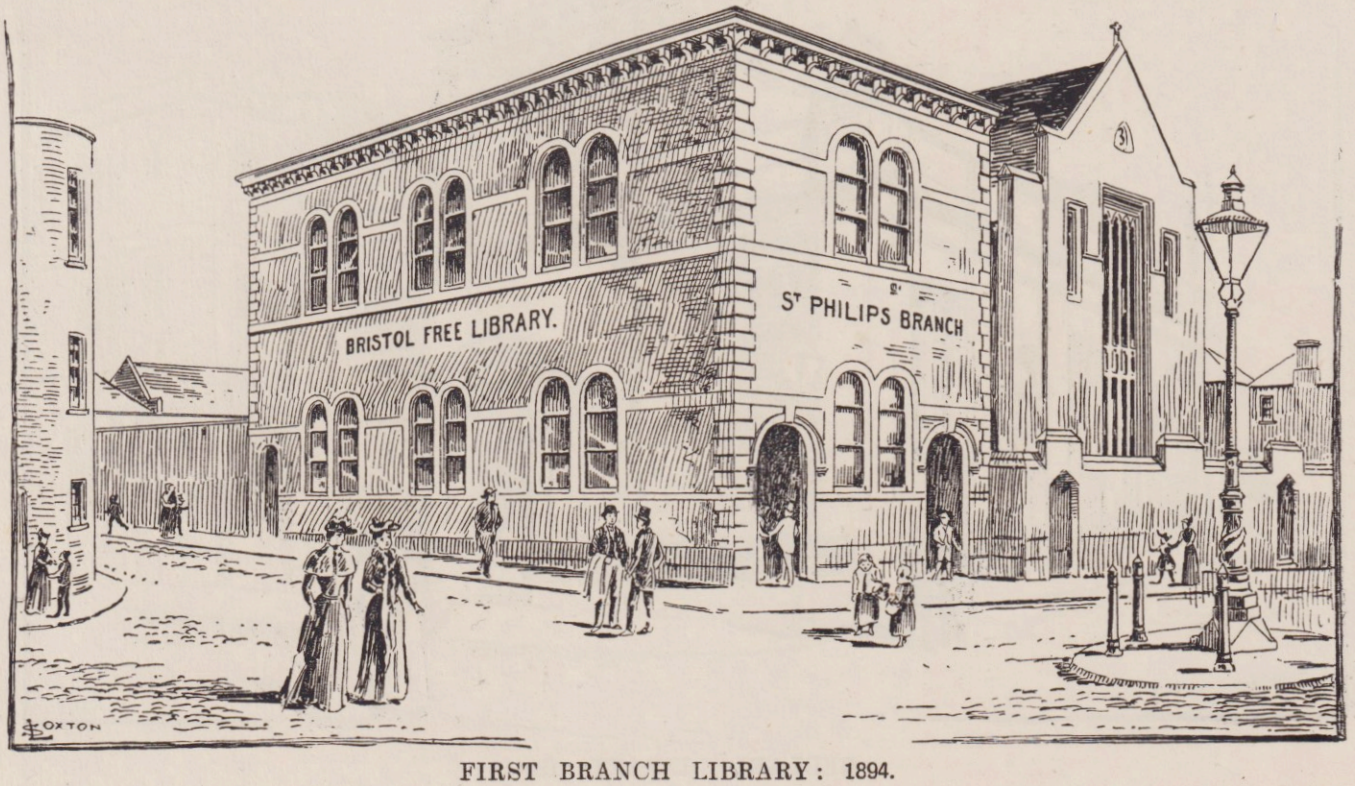
FOUNTAIN IN THE HAYMARKET; 1904.

MUNICIPAL PUBLIC LIBRARIES.

The first Bristol City Library was founded as long ago as 1613, but as the twentieth century public understand the term, the public library movement is all embraced in the last fifty years. In that period the advance has been so great that a writer with exceptional knowledge of his subject has declared that the city occupies "the very front rank" in regard to municipal libraries, the widest use being made of the institutions by all classes of the community. The popular theory that the King Street institution—or rather the building that preceded it—was the first public library in this country may afford critics opportunity for questioning the truth of the legend. Bristol, however, at a much earlier period had the advantage of a collection of books open to the citizens, for in the fifteenth century the library of the Kalendars at All Saints' Church, Corn Street, fulfilled this purpose, and the local historian, Mr John Latimer, has passed without question the statement that as no record can be found of any such library prior to this in any part of England, the claim to the earliest in the Kingdom must belong to



PUBLIC LIBRARY, KING STREET; 1889.

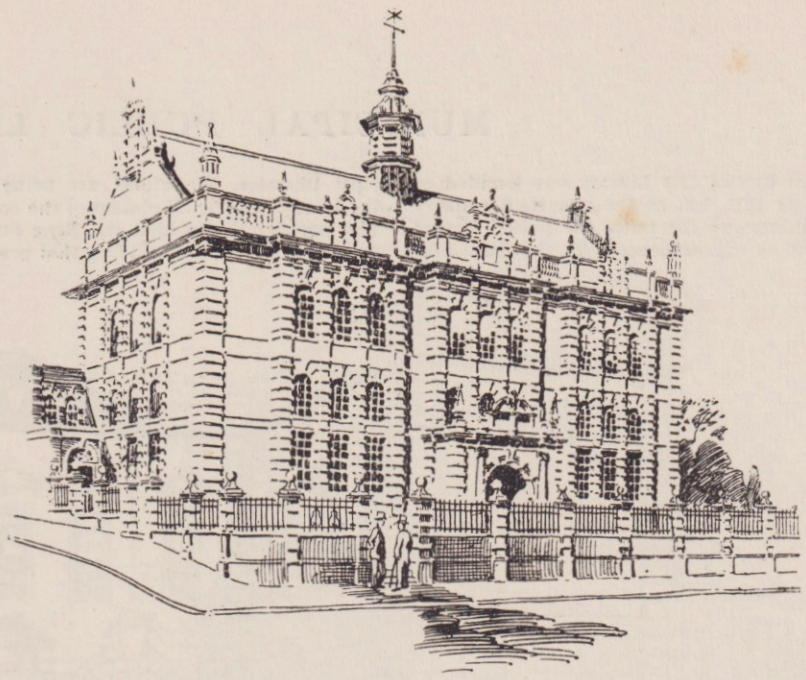


FIRST BRANCH LIBRARY: 1894.

Bristol. To the regret of every student of local affairs this priceless collection was burned many centuries ago. The King Street Library, however, if not the first, was among the earliest efforts to place books within the reach of the people, and for close upon four centuries work of this kind (often extremely defective, no doubt) was carried on upon this site.

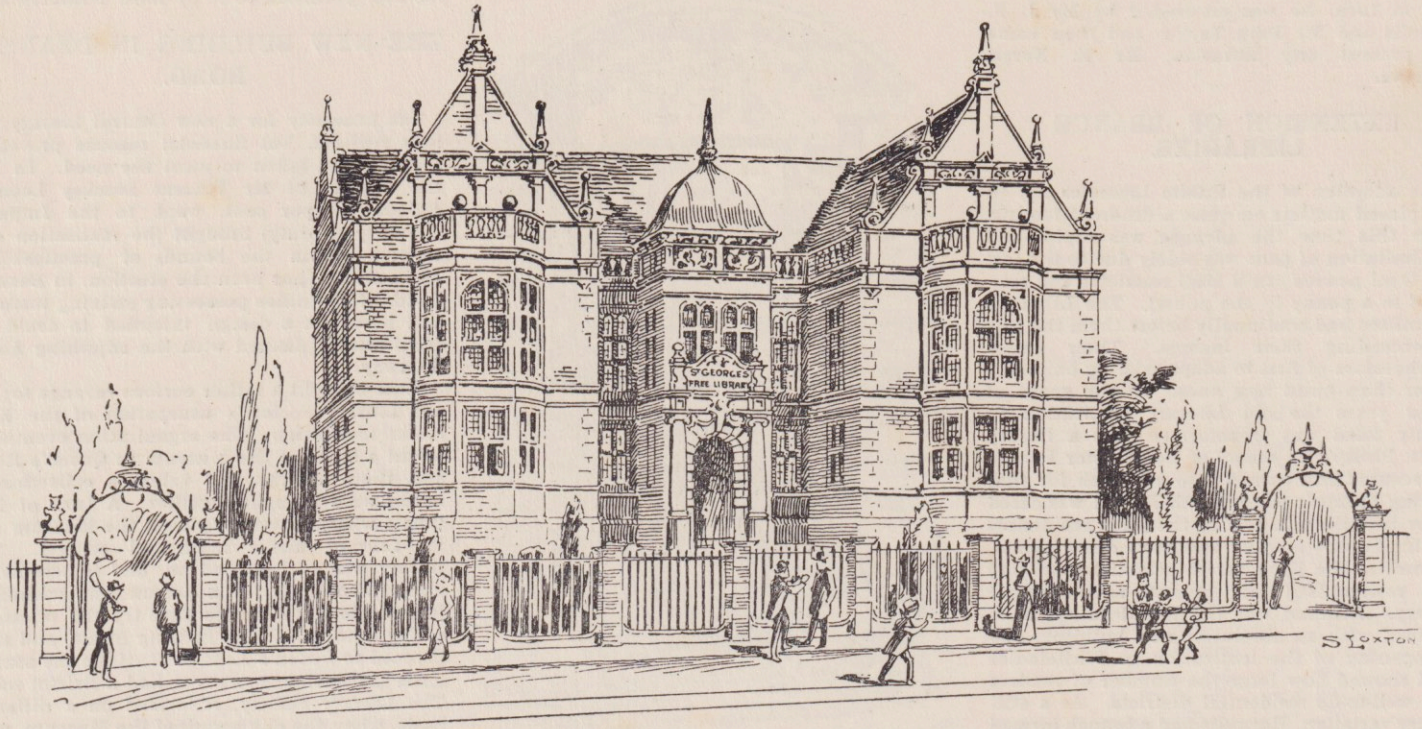
THE KING STREET LIBRARY.

It was private generosity that induced the seventeenth century Corporation to make their interesting new departure. On December 6th. 1613. the Common Council agreed "that if Mr Robert Redwoode will give his lodge adjoining to the Towne Wall neere the Marsh of Bristol. to the Mayor and Commonalty to be converted to a Librarye or place to put bookes for the furtherance of learninge, then the same shal be thankefully accepted; and that such bookes as shal be given to the citie by the reverende father in God the Lord Archbishop of Yorke, or any other well disposed pson for the furnishinge of a librarye, shal be thankefully accepted, and preserved in the place aforesayed." This was the beginning of the City Library. Upon his death, Tobias Mathew, the witty Archbishop of York, left a great portion of his books to the institution, but there is in the civic records no evidence that the Council exhibited much concern for its care or development. By 1737 the little library was in a ruinous condition; books had to be moved to the Council House to prevent them being damaged by the weather, and it was in consequence of the agitation this circumstance produced that the lethargic Corporation were for a brief period aroused to a sense of their responsibilities. In 1740 the King Street Library was erected, but without the wing shown in the sketch. Up to this stage successive vicars of St. Leonard's acted as librarians. It was quite a nominal post in those days, but the decision of the Council in 1743 to appoint their own nominee occasioned considerable indignation on the part of the cleric, who considered he had a right to the position. Thirty years after, a desire for the promotion of literature led to the formation of the Bristol Library Society, and in a very short time matters were so managed that the organisation held possession of the new building, and the librarian appointed by the society treated citizens who were non-subscribers as intruders. The Library Society flourished. In 1785, at a nominal rent, it secured of the Corporation land on which to build an additional wing, and the Council not only acceded, but subscribed £100 to the scheme. For over three-quarters of a century the citizens were excluded from the exercise of their rights, but in 1848 forty prominent townsmen memorialised the Council, drawing attention to the usurpation by a small body of individuals, and Mr Charles Tovey followed this by urging that the society be given notice to quit. The decision created a show of indignation among the disturbed subscribers. They threatened to "hold the fort." but in 1855 moved their books elsewhere, and allowed the city to resume possession of its own. Mr Tovey contended that during their 80 years occupation, the Library Society had derived advantages from the Corporation valued

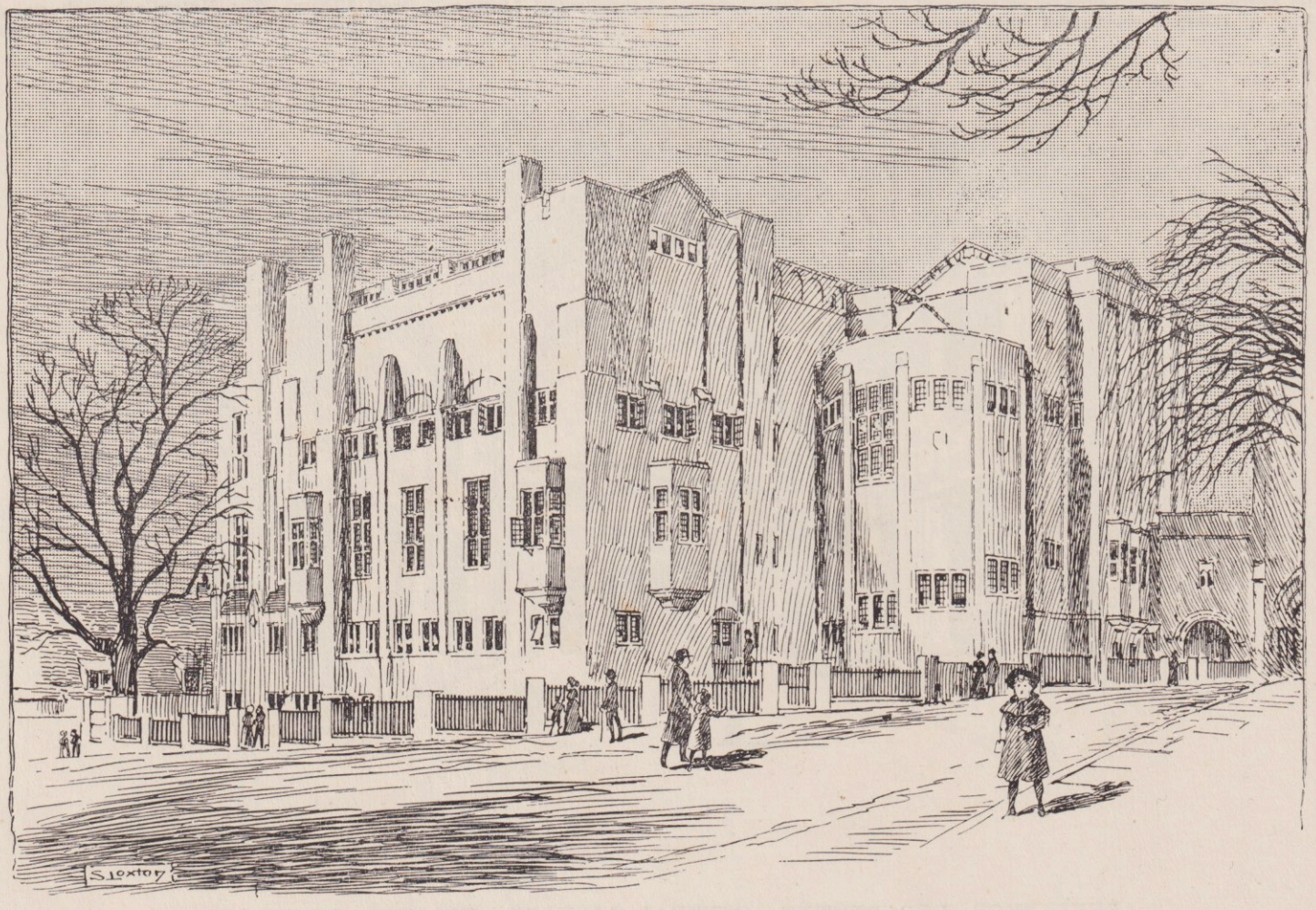


CHELTENHAM ROAD LIBRARY; 1908.

REDLAND LIBRARY; 1894.



ST. GEORGE'S BRANCH LIBRARY, THE GIFT OF LORD WINTERSTOKE; 1898.

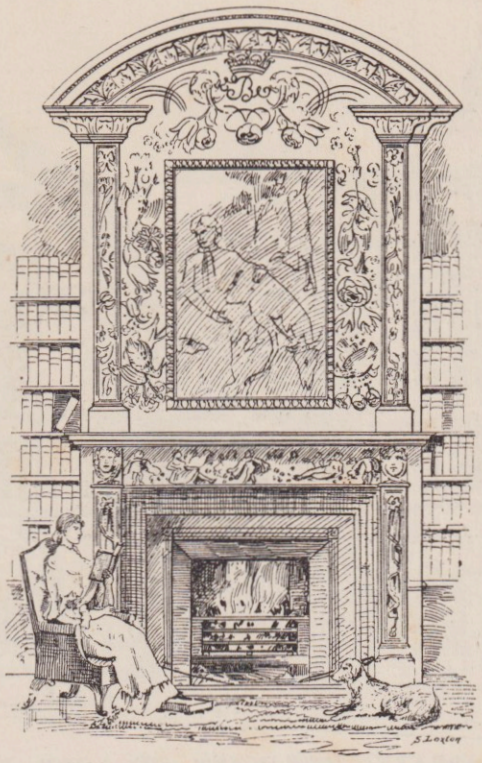


CENTRAL LIBRARY, FROM THE LOWER GREEN; 1906.

at from £13,000 to £14,000. Mr George Pryce was appointed librarian under the new order, and, in turn, he was succeeded by Mr J. F. Nicholls and Mr John Taylor, and then came the present city librarian, Mr E. Norris Mathews.

EXTENSION OF BRANCH LIBRARIES.

The adoption of the Public Libraries Act in 1874 placed matters on quite a different footing. From this time the advance was rapid, and the limitation of pace was solely due to the fact that legal powers (until 1905) restricted the rate-in-aid to a penny in the pound. The Libraries Committee had continually before them the fear of exceeding their income. Their policy was therefore at first to adapt existing buildings rather than build new ones. In the space of a few years the old Literary Institution in Trinity Road was transformed into a library for St. Philip's; a school at Bedminster Parade was secured and turned into a branch for that growing district; while North Bristol was cared for by installing in one of the large residences in King Square lending and news departments. Meanwhile the King Street establishment had been re-organised and opened as a Central Library. Redland was the first locality to be provided with an absolutely new building, and the opening of the institution in Whiteladies Road showed how large the number of readers is in well-to-do residential districts. As a still further variation, Hotwells had a branch formed in a discarded place of worship at the foot of Jacob's Wells. Later the Library Committee were faced with the demand for better accommodation in several of their institutions. Fine new libraries were built for St. Philip's and Bristol North, and when boundary enlargement brought St. George into Bristol, that parish happily came with a fine library, if not ready for use, promised to it by Lord Winterstoke.



MANTEL-PIECE AT KING STREET LIBRARY; 1889.

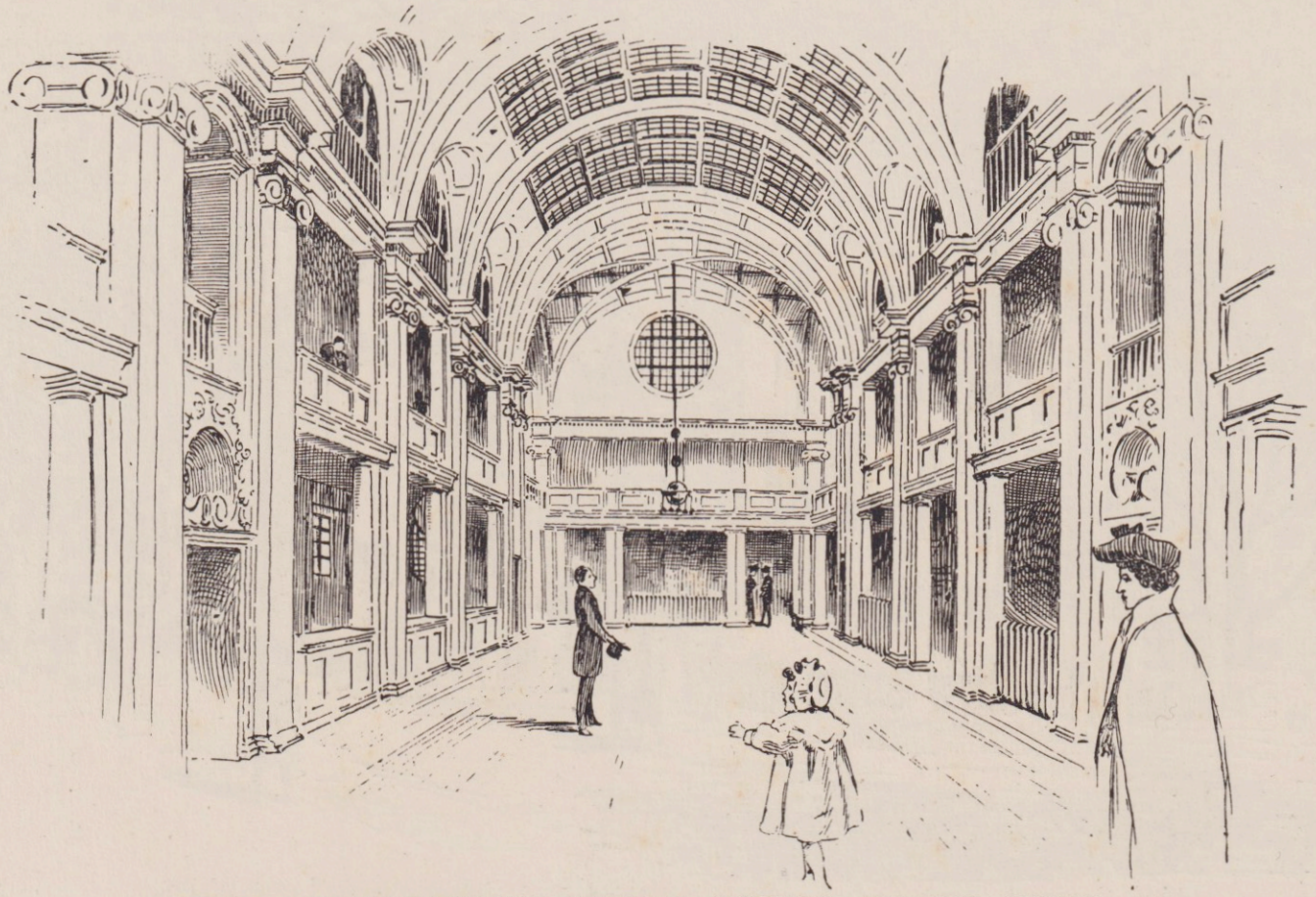
(This carved mantel-piece has been removed to the Bristol Room of the Central Library, College Green.)

THE NEW BUILDING IN DEANERY ROAD.

The necessity for a new Central Library was long realised, but financial reasons prevented action being taken to meet the need. In 1899 the bequest of Mr Vincent Stuckey Lean of £50,000 (10 per cent. went to the Imperial Treasury as duty) brought the realisation of a scheme within the bounds of practicability. The outcome has been the erection, in Deanery Road, of an edifice possessing striking features, and based on a design intended to avoid an architectural discord with the adjoining Abbey Gateway.

Time brought a rather curious revenge for the old Library Society's usurpation of the King Street institution. The organisation eventually found a home at the Museum in Queen's Road, and there a large and valuable collection of books were brought together. A turn of Fortune's wheel, however, placed the Museum and its Library under municipal control. The library was still carried on, and it became no uncommon thing for a person who wished to investigate a subject to first try the resources of the Central Library in King Street, and then proceed to Queen's Road to continue the search. Each institution, moreover, had a Bristol room. The Library Society, re-formed on a different basis, when the city acquired the Museum, used an apartment in the same building and passed on books that were no longer required to the general collection.

The Stuckey Lean bequest led to important changes besides the transference of the King Street library. The Hotwells branch was so close that it was not deemed necessary to con-



REFERENCE DEPARTMENT, CENTRAL LIBRARY, COLLEGE GREEN: 1906.

(The floor space is occupied by desks and tables for readers.)

tinue it. The library at the Museum was merged in that of the new building, and the onerous work of re-classification had to be undertaken. Two other facts should be stated. At the Deanery Road institution a Bristol Room has been fitted up; the old bookcases from King Street, and the beautifully carved mantelpiece, long attributed to Grinling Gibbons, have found a permanent home; thus interesting associations with the past have been preserved. Another special department in Deanery Road is formed of the books left by Mr Stuckey Lean, who, with great persistence, collected data with regard to proverbs and folk-lore in many lands. The publication of the results of his research occurred after his death, in several volumes to which the title "Collectanea" was given. The manuscript foundation for this large work is among the treasures and curiosities of the new Central Library. It is compressed into a surprisingly small space, and consists of minute writing on all sorts of scraps of paper. The Central Library contains many rare books worth a large sum in the market. Purchases are continually being made by the committee, and in 1908 the Braikenridge collection formed an important addition. The Bristol public libraries place 161,000 volumes at the disposal of the public for reference or home reading; on the average 3,000 books are called for each day, while in the course of twelve months it is computed that two-and-a-half millions of people visit the magazine and news rooms. It may be desirable to supplement this general statement by one dealing with events in chronological order.

NEWS ROOM, ST. PHILIP'S LIBRARY; 1896.

A CHRONOLOGICAL OUTLINE.

1876.—St. Philip's Branch Library was opened

NEWS ROOM, CENTRAL LIBRARY; 1906.

CENTRAL LIBRARY, ENTRANCE HALL; 1906.

CENTRAL LIBRARY: THE BRISTOL ROOM; 1906.

on July 8th. The King Street institution was re-opened on October 9th, with reference and lending departments and newsroom, and named the Central Library.

1877.—North District Library in King Square was opened on March 24th.

„ The Bedminster Branch was opened on September 29th.

1885.—The Redland Branch was opened on June 8th, a library having been erected for the purpose in Whiteladies Road.

1888.—The Hotwells Branch Library was opened on January 25th, in a building formerly used as a place of worship.

1893.—Mr Edward Robert Norris Mathews was appointed City Librarian in succession to Mr John Taylor.

1896.—Opening of the new St. Philip's Branch Library, Trinity Road, on November 6th, in place of the temporary building used for twenty years.

„ Opening of the Branch Lending Library at Avonmouth on December 21st.

1898.—The St. George Branch Library (the building of which was the gift of Sir W. H. Wills, Bart.) was opened to the public on October 19th.

1899.—Bequest of Mr Vincent Stuckey Lean of £50,000 "for the further development of the Free Libraries of the city, and with special regard to the formation and sustentation of a general Reference Library."

1900.—The Fishponds Branch Library was opened to the public on May 1st.

„ Donation of the "Vincent Stuckey Lean" collection of books for the new Reference Library.

„ Purchase of [illegible] for the proposed Knowle and Totterdown Branch Library.

1901.—The new North District Library, Cheltenham Road, was opened to the public by the Lord Mayor (Alderman J. C. Godwin), on February 13th. This replaced the building in King Square used since 1877.

1901.—Purchase of site for the new Central Library in Deanery Road, College Green.

1904.—The Shirehampton Branch Reading Room was opened to the public on November 8th.

1905.—The Shirehampton Branch Lending Library was opened to the public on March 6th.

„ Bristol Corporation Bill passed. Part VII. of the Bill declares that the rate leviable for library purposes in Bristol may amount to but shall not exceed 1½d in the pound (one farthing of this sum is used for the maintenance of the Bristol Art Gallery).

„ The King Street Library was closed, in preparation for removal to the new building, on September 29th, the News Room remaining open to the public.

„ The Library located at the Museum was transferred to the Central Reference Library on September 29th.

„ Mr L. Acland Taylor was appointed Deputy City Librarian.

„ The Hotwells Branch Library was closed on December 31st.

1906.—The Westbury-on-Trym Branch Lending Library was opened to the public on March 13th.

„ The new Central Libraries building was opened by the Right Hon. Lord Winterstoke on June 20th.

1907.—Avonmouth Lending Library re-opened, after improvements, on March 11th.

READERS AND BOOKS.

An idea of the use made of the various libraries of Bristol is afforded by the appended statistics. The figures indicating the visitors to the news and magazine rooms are based on an official estimate, the public being free to come and go as they please without formality. Of the books borrowed for home reading fiction is in great preponderance; but volumes dealing with history, biography, travel, arts, sciences, and sociological and educational works are in considerable request. In the reference departments, works of fiction are much less called for, and the bulk of the business is under other headings.

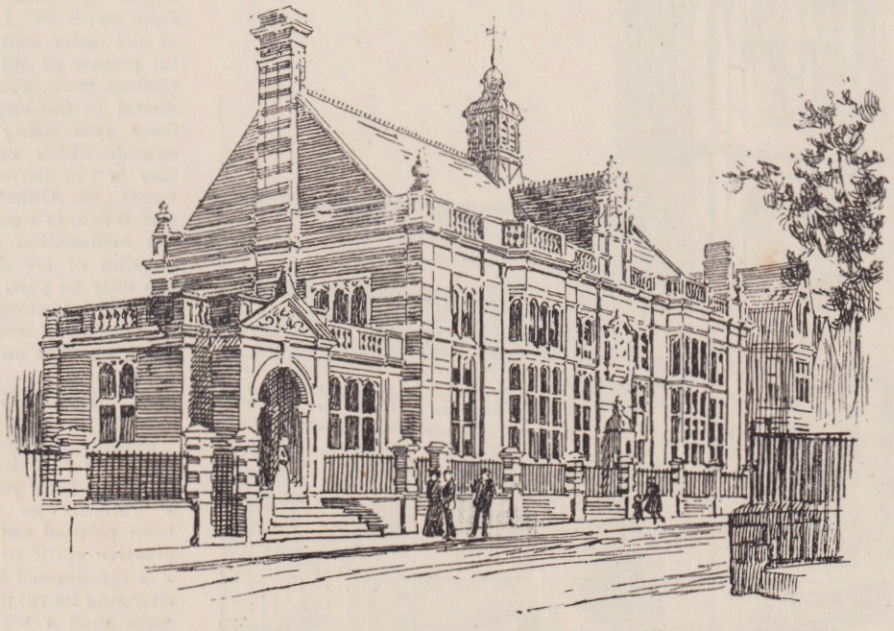
AGGREGATE ISSUES IN YEAR ENDED MARCH 31ST, 1908.

Libraries.	Books issued for home reading.	*Total.	Visitors to Magazine and News-rooms.
Central:—			
Reference	—	93,946	—
Lending	89,372	173,645	483,000
Patent	—	31,449	—
St. Philip's	54,443	67,562	618,000
North District	115,431	150,212	386,800
Bedminster	66,147	88,914	297,000
Redland	85,384	98,143	446,500
St. George	50,608	82,307	155,500
Fishponds	—	11,345	122,300
Shirehampton	2,720	2,720	13,900
Westbury-on-Trym	2,286	2,286	—
Avonmouth	2,376	2,376	—
Total	468,767	804,905	2,523,000

* Including books read and consulted at the libraries.

ISSUES CLASSIFIED ACCORDING TO THE OCCUPATION OF READERS.

Apprentices	33,611
Artisans, &c.	68,795
Employers	36,296
Clerks	75,232
Members of Professions	72,582
Students	155,572
Warehousemen and Assistants.	111,250
Female Employés	96,854
Occupation not stated	23,214
Juvenile Readers	131,499
Total	804,905



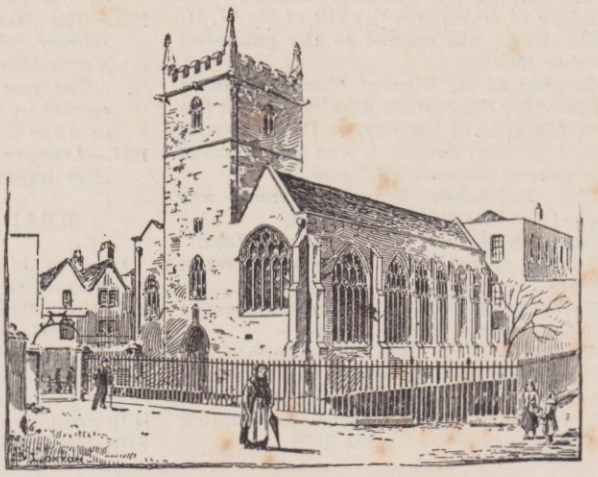
ST. PHILIP'S LIBRARY; 1908.

FEATURES IN RELIGIOUS WORK.

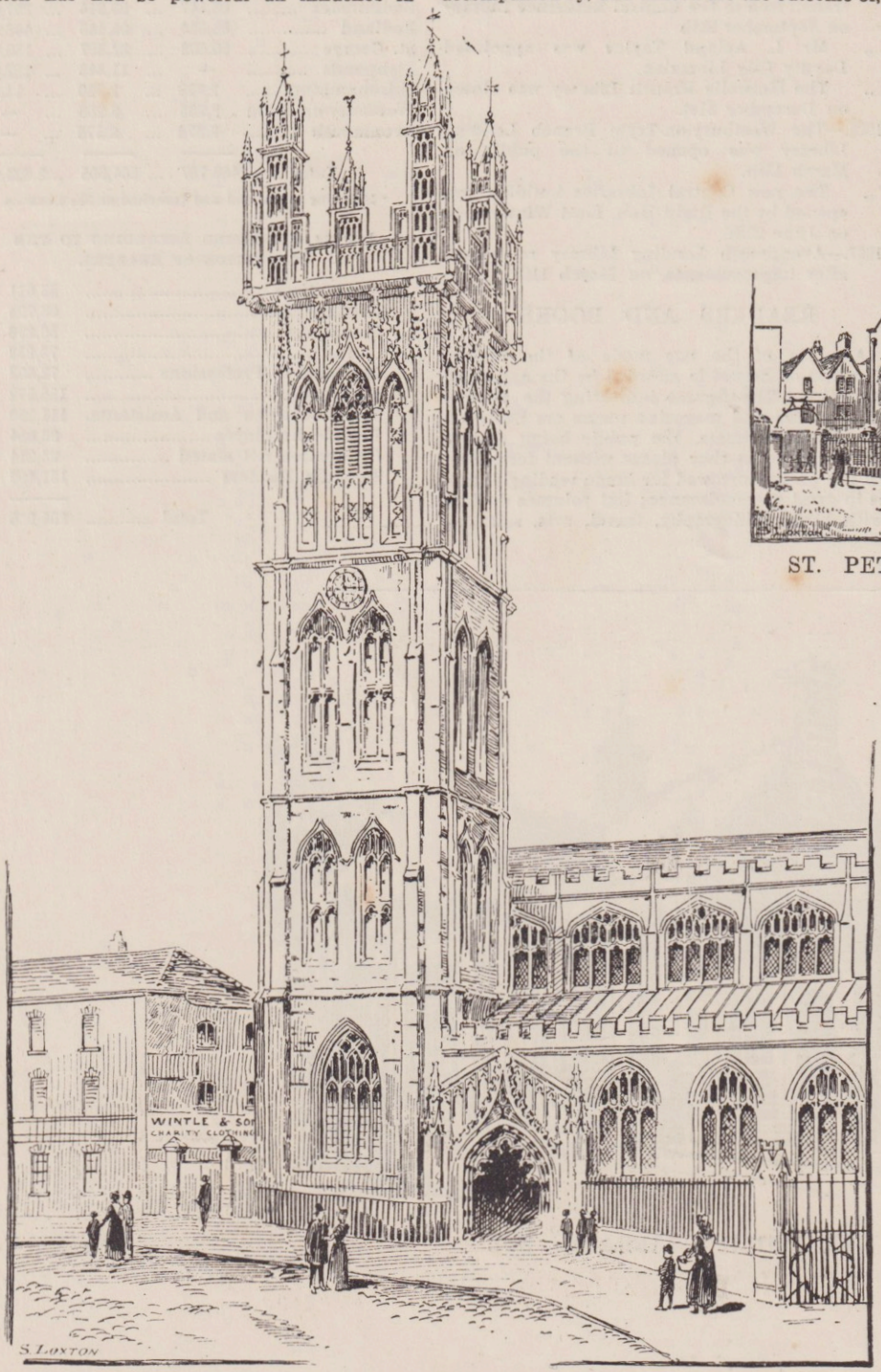
In reviewing the progress of Bristol during the last fifty years—1858-1908—there are several branches of the subject so varied that a writer feels the inadequacy of attempts to summarise the story. Religious, educational, and philanthropic movements constitute three of these. In speaking of the advance in the religious life of the city, a preliminary limitation has to be explained. Controversial aspects must be left undiscussed, and whether the Oxford movement, which has had so powerful an influence in changing the services in many of the churches; the effects of the higher criticism and the so-called "New Theology," and, generally, the Modernism against which the Pope launched an encyclical in 1908, are to be regarded as subjects for congratulation or otherwise, must necessarily be left for individual judgment. It will be generally admitted that the great efforts put forth in Bristol since 1858 in the erection of new places of worship have been accompanied by, and indeed are the outcome of, religious conviction, and a sincere desire for the common weal.

Two notable indications of progress in the Established Church—the completion and the renovation of the Cathedral, and the restoration of the See of Bristol—are separately dealt with. The appeal of both for public support went beyond denominational distinctions, and Nonconformists joined with Churchmen to assist in bringing these schemes to a satisfactory issue.

In glancing down the list of Bristol churches given in the Diocesan Calendar for 1908, attention is arrested by the number of those where the title indicates a union of districts. Two totally differing tendencies are to be found in accounting for this. St. Nicholas (with St. Leonard); Christ Church (with St. Ewen); St. John (with St. Lawrence) are three examples of one order, and in their cases we get a mental picture of old edifices in the centre of the ancient town, swept away by the changes incidental to the expansion of the former limits, their area being allotted to a neighbouring church which survived. Closely linked with this is the movement of the population outwards. St. Aldhelm with St. Dunstan, Bedminster Down, is a good example of the other class, the explanation of which is found in an expansion of population which at the moment can only be partly met; it indicates a stage in evolution leading to many ecclesiastical districts where formerly, in days of fewer people, there was but one.



ST. PETER'S, PETER STREET; 1895.

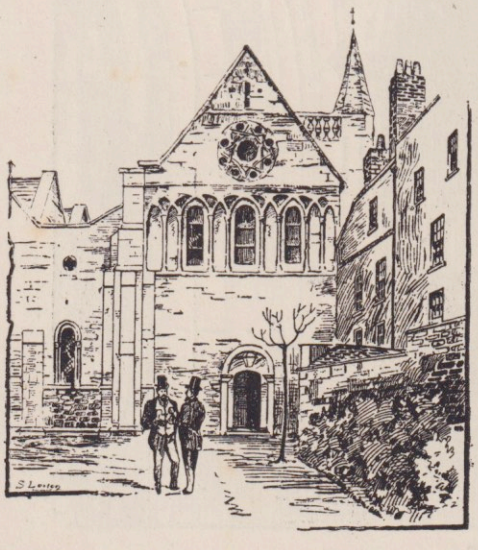


ST. STEPHEN'S; 1892.

BEDMINSTER DEANERY.

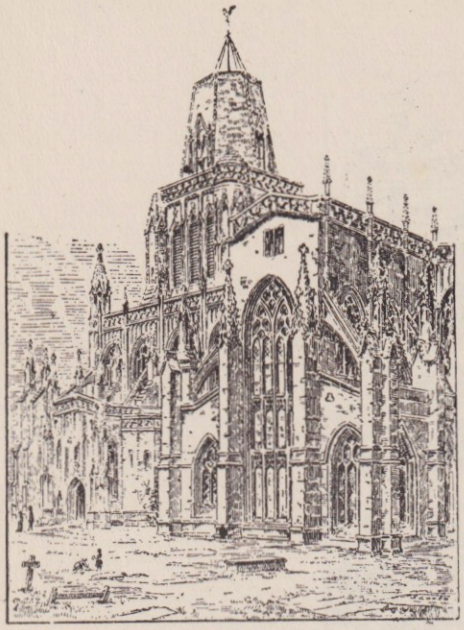
Bedminster is a striking example of the evolution that has occurred in the past half-century. Fifty years ago St. John's Church was a building so recent that it might have been pointed out as an indication of the progressive spirit of the time. This fine church was consecrated in 1855. Bedminster was then changing its rural character, although still little more than a big village, and the new edifice took the place of a small parish church which came into existence under peculiar circumstances. St. John's is an extremely ancient foundation. St. Mary, Redcliff, was mentioned in a deed as far back as 1207; yet the Rev. C. S. Taylor, in the Church Congress Guide of 1903, speaks of Redcliff, St. Thomas, and Abbot's Leigh Churches as daughters of St. John's. The

ST. JAMES'S CHURCH; 1907.
(The approach from Lower Maudlin Street.)



WEST END OF ST. JAMES'S; 1890.

RUINS OF ST. JAMES'S PRIORY AND CHURCH; 1630.
(From a drawing in the British Museum.)



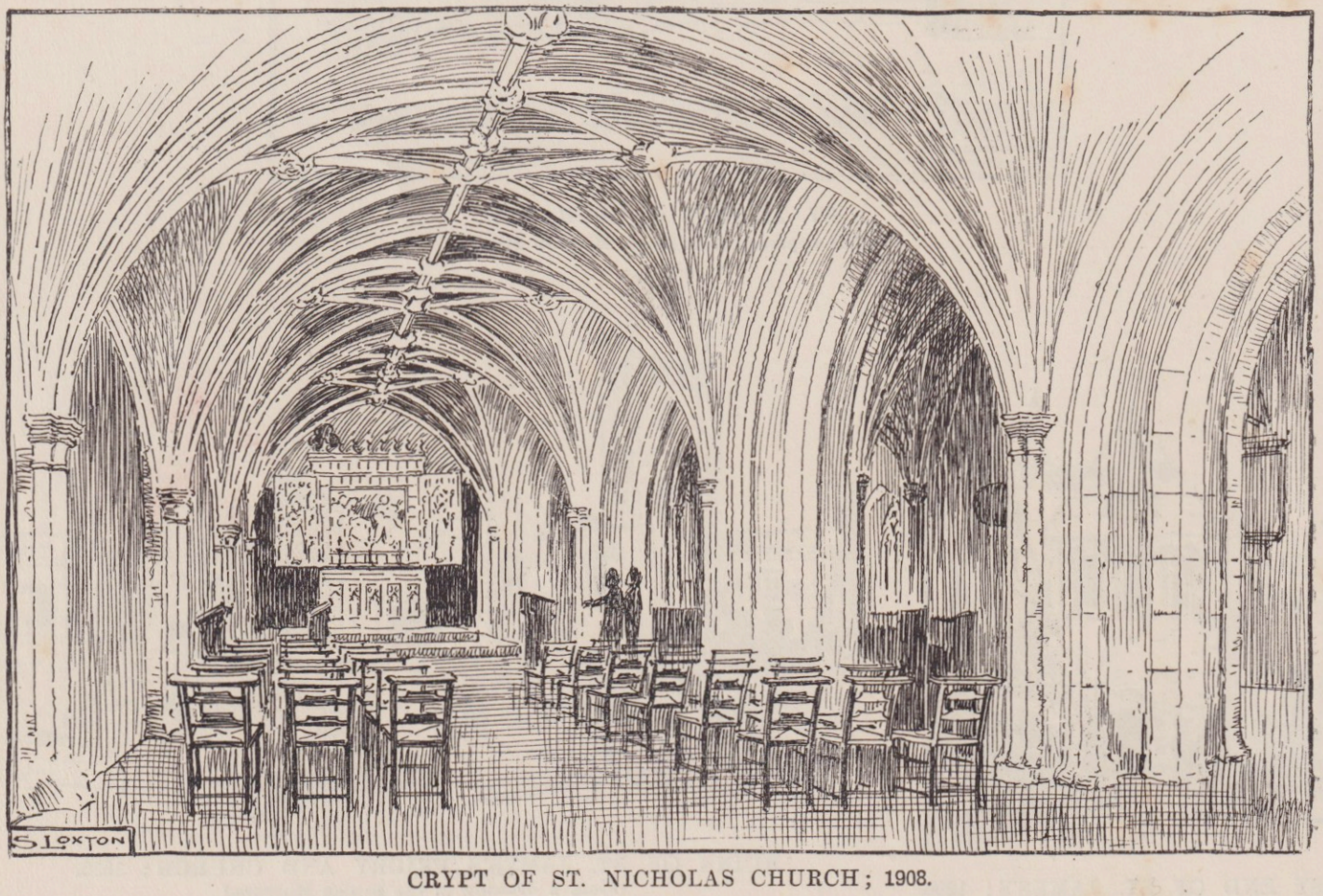
ST. MARY REDCLIFF.
(From an old print.)

ancient church that was standing in the middle of the seventeenth century was, however, demolished by order of Prince Rupert prior to the siege of Bristol, and subsequently a building was put up which served rural needs until 1853. The area, of which St. John's was the mother church, in 1908 contains a population twice as large as that of the city of Bath. Fields and farms have been succeeded by factories, streets of small houses, and villa residences, until it is estimated that more than 120,000 persons have their homes in this part of Bristol. St. Paul's, Coronation Road, erected in 1831, was a recognition that further accommodation was needed, but after this effort several decades were allowed to pass without further advance.

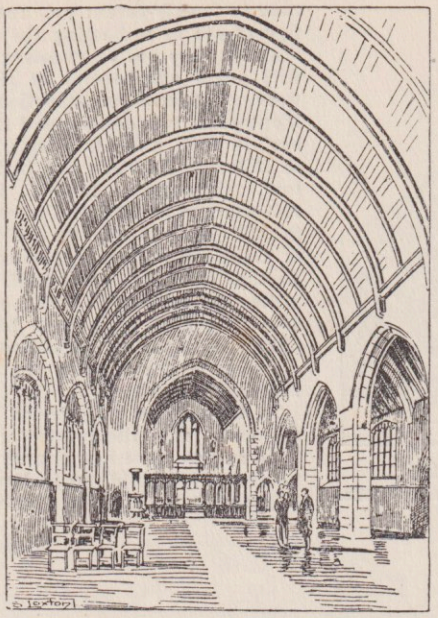
St. Raphael's was the first church built in Bedminster in the period under review. It was erected in Cumberland Road in 1859, nominally as a sailors' church. It attracted a congregation of a very different class, and its ritual gave rise to much controversy and led to its being closed by episcopal orders in 1878. Service continued to be held in the chapel of the adjoining sisterhood, and for a time St. Raphael's was placed at the disposal of the Greek Church, and the ornate and highly symbolical ceremonial of that branch of Christendom was carried on in the building. It was not until 1893 that arrangements were made for the reopening as a Church of England, and since that date the increase of railway dock traffic has led to the removal of the sisterhood to another locality. St. Luke's, with accommodation for 1,200 worshippers, comes next in the chronological list, having been consecrated in 1861. Upon the hill at Knowle, Holy Nativity advanced by a series of stages from 1871 to a considerably later date. Fourteen thousand persons inhabit the area allotted to it, and the offshoot, St. Katharine's, Pylle Hill, marks an endeavour to overtake this responsibility. St. Francis', Ashton Gate, had a peculiar beginning. Back in the seventies a young and at one time wealthy man interested and astonished the public by his eccentricities. He built an iron church at Montpelier, and conducted service. Soon tiring of the novelty, he made a gift of the building to the vicar of St. John's, Bedminster, and it was erected at Ashton Gate, then a mere country road. In course of time a fine church has resulted, the consecration of the earlier portions taking place in 1887. The history of St. Michael and All Angels', Windmill Hill, is an illustration of a wealthy congregation evincing an interest in a poorer part of

RESTORED ST. MARY REDCLIFF.

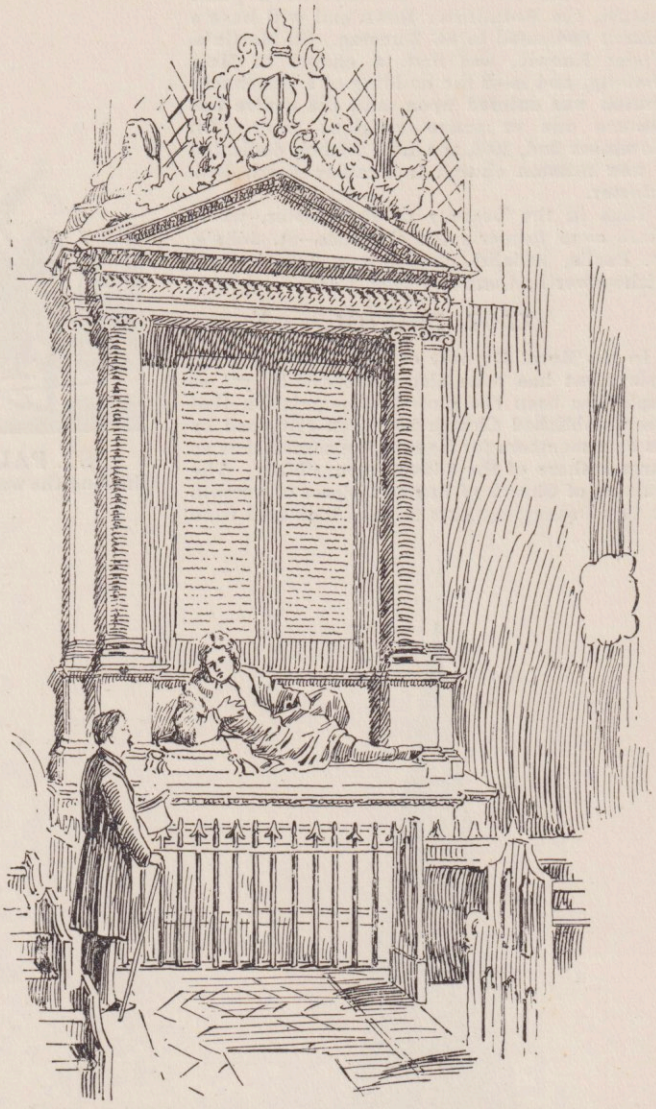
the city. St. Paul's, Clifton, made this district of Bedminster its protégé, and by stages a commodious church on a commanding site has come into existence, the chancel having been consecrated in 1886. St. Aldhelm's is still younger. The parish was formed in the district known as The Chessils, in 1898, and two mission halls were erected. The design for a fine permanent church was afterwards approved, and the principal part of the scheme carried into effect. St. Aldhelm's has a population of 15,000



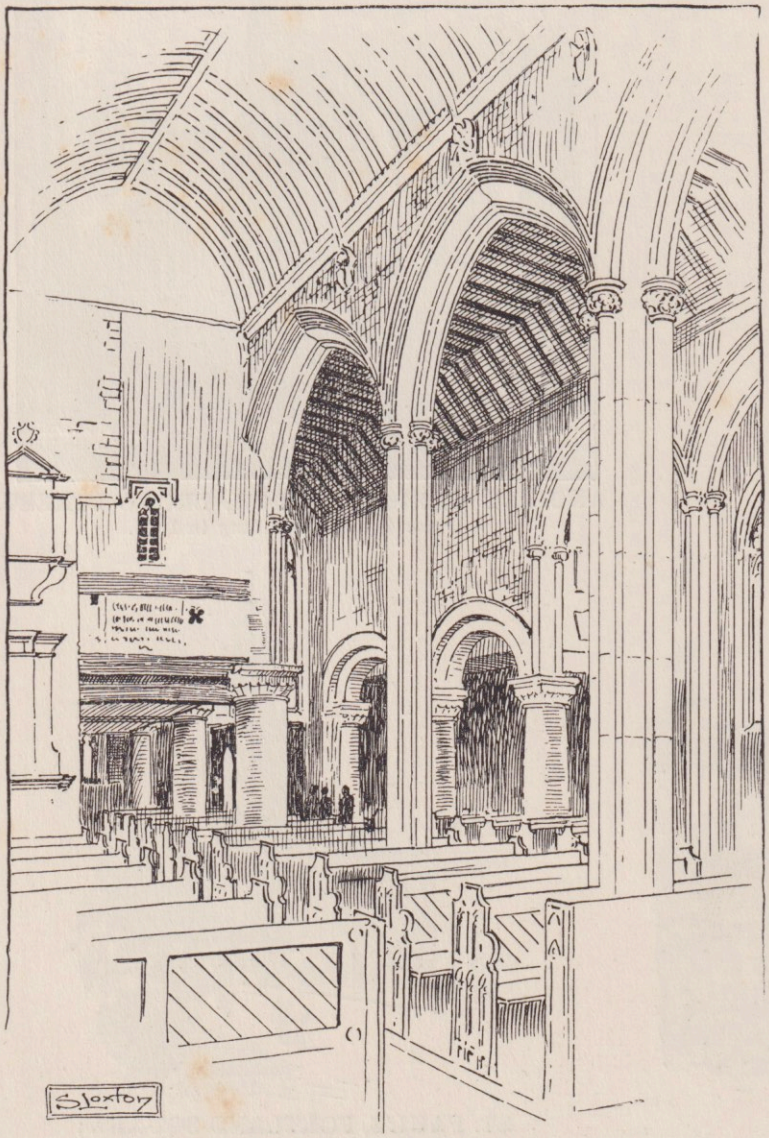
CRYPT OF ST. NICHOLAS CHURCH; 1908.



ST. AIDAN'S, CREW'S HOLE; 1904.



EDWARD COLSTON'S TOMB, ALL SAINTS', CORN STREET: 1898.



ALL SAINTS', CORN STREET; 1907.

ALL SAINTS', CORN STREET; 1908.
(An ancient view of the church and Tolzey will be found among illustrations in the section upon Fairs, Markets, and Trading Conditions.)

persons, and in course of time, when plans mature, the Bedminster Down end will have a church dedicated to St. Dunstan. St. Martin's, Upper Knowle, was first a chapel to Holy Nativity, and later the building of a permanent church was entered upon, and the centre has become one of active religious work. On November 2nd, 1908, the Lord Bishop dedicated a new mission church in Beauley Road, Bedminster.

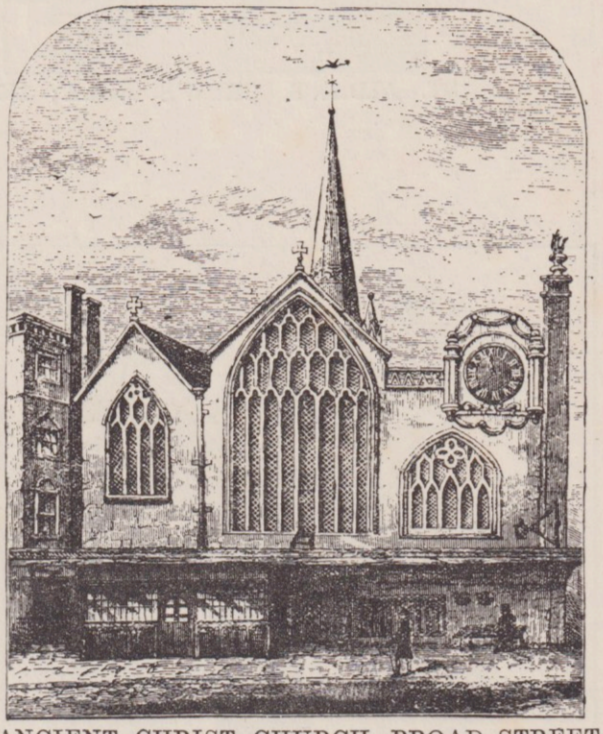
Thus in the Deanery of Bedminster, where there were formerly six churches—St. John's, St. Paul's, Redcliff, St. Thomas, Temple, and Bishopsworth, there are now fifteen.

EAST BRISTOL.

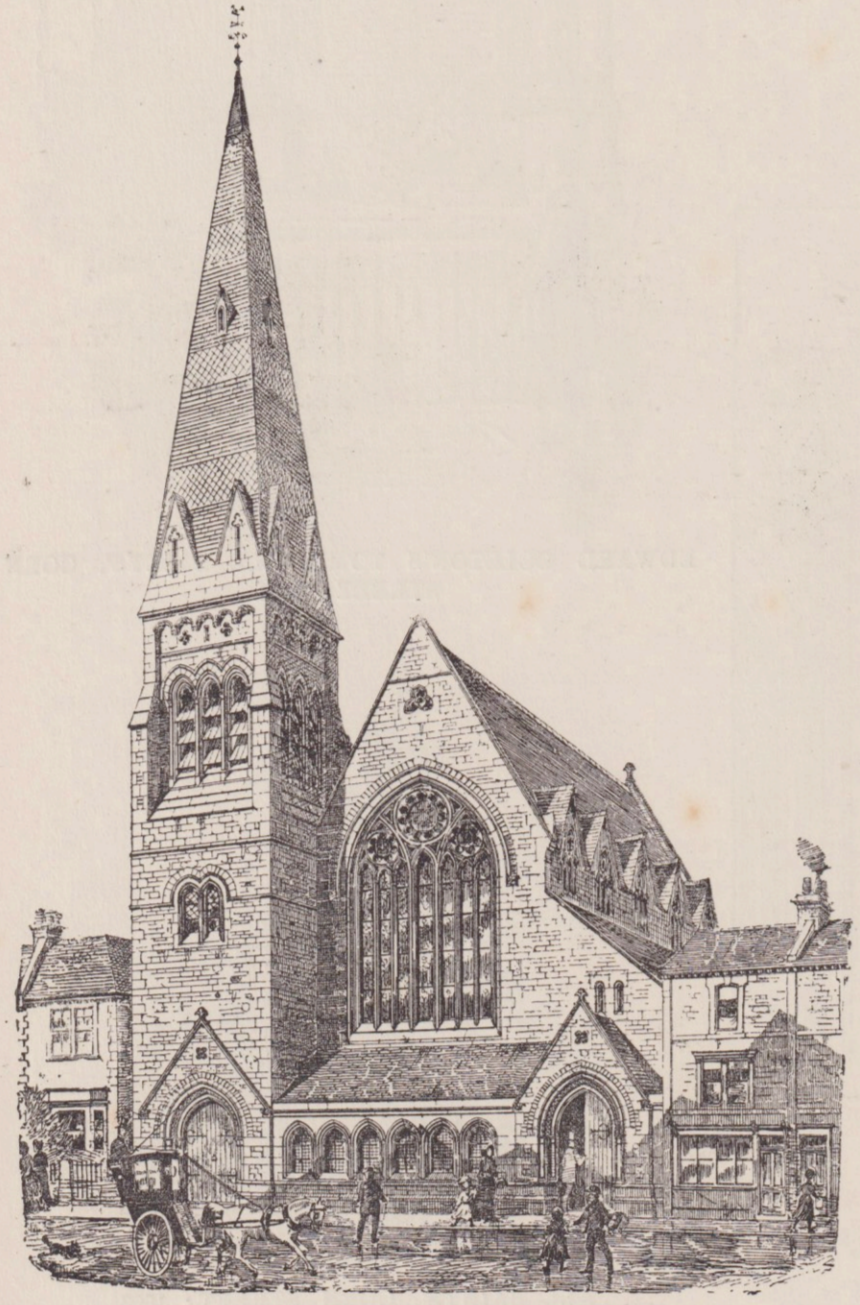
In the Rural Deanery of East Bristol the development has been also considerable, yet so rapid has been the growth of population that the Established Church has been criticised by its own members for leaving Nonconformists so large a share of the added responsibility. The number of Church of England places of worship in this Deanery appears to have increased from nine to twenty-three; yet, remarkable as these figures are as indicating the growth of a community, they are emphasised by the fact that fifty years ago several of the nine churches were of recent construction. St. Andrew's, Montpelier, was consecrated in 1845; St. Barnabas' in 1843, and St. Mary's, Fishponds, built in 1830. St. George's has had an eventful history. Consecrated in 1756, it was rebuilt in 1846, burned in 1878, and re-erected and opened in 1880. Holy Trinity, St. Philip's, built in 1831; St. Luke's, Barton Hill, opened 1843; St. Mark's, Easton, opened in 1848; St. Simon's, Baptist Mills, consecrated in 1847; and St. Michael's, Two Mile Hill, opened in 1848, make up this older list. Apart from St. George's, not one has a history going back to the beginning of the nineteenth century.

To these have been added new buildings so numerous that the briefest reference to them must suffice. The fine church of St. Agnes, and its associated buildings in Newfoundland Road, began with the mission started by Dr. Percival

ST. PAUL'S, CLIFTON ; 1905.
(Showing the west porch completed in that year.)

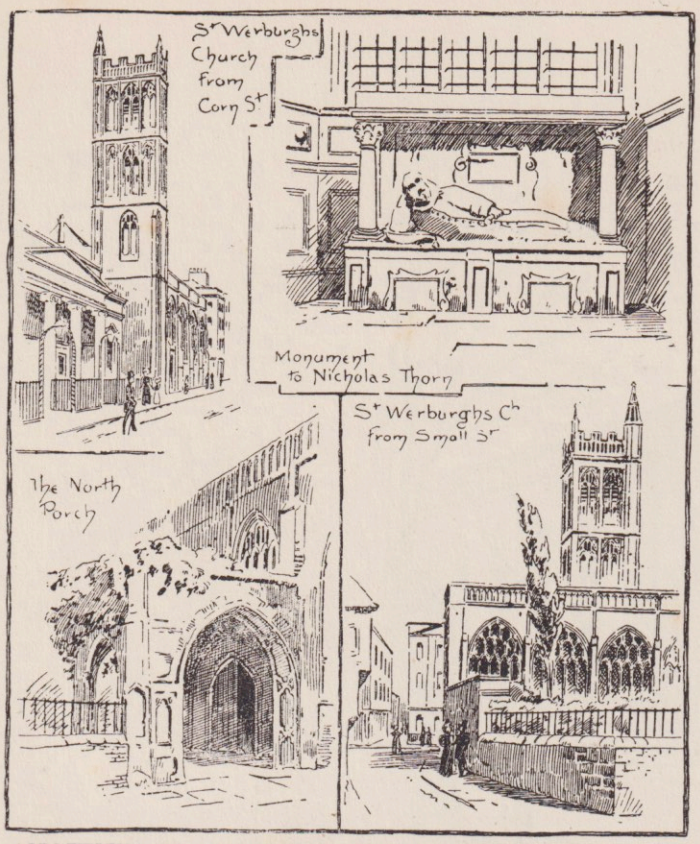


ANCIENT CHRIST CHURCH, BROAD STREET.
(Prior to the rebuilding in 1790).



ST. LAWRENCE, LAWRENCE HILL.
(From the architect's drawing; about 1885.)

ST. PAUL'S, PORTLAND SQUARE ; 1901.

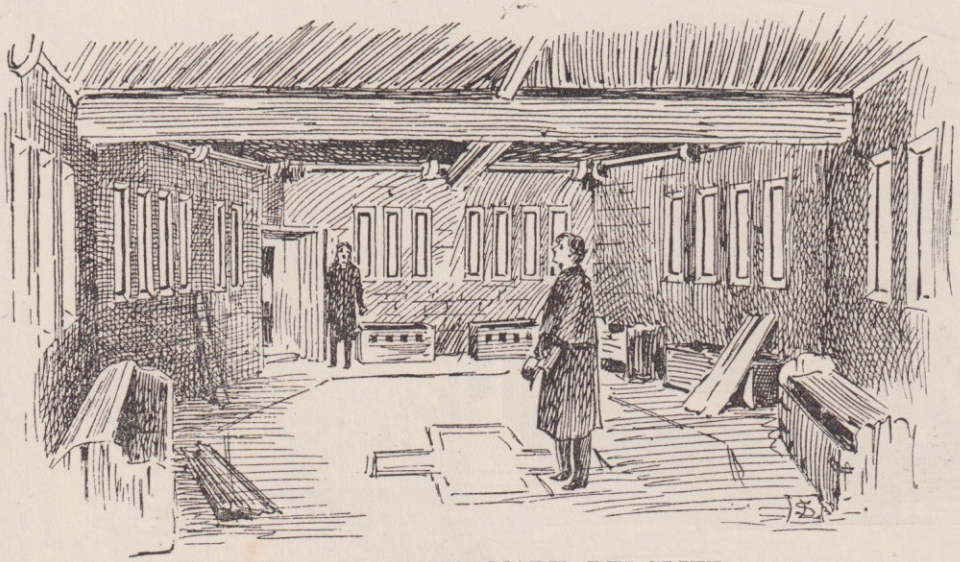


ANCIENT ST. WERBURGH'S; DEMOLISHED 1878.

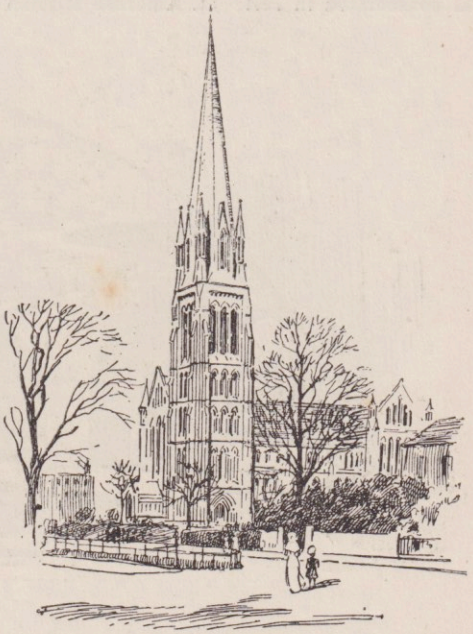
OLD ST. WERBURGH'S, CORN STREET.

ST. WERBURGH'S, MINA ROAD; 1904.

CHRIST CHURCH, BROAD STREET.
(Viewed from the bottom of High Street, about 1904.)



MUNIMENT ROOM, ST. MARY REDCLIFF; 1903.
(Among documents discovered in this room, Chatterton professed to have found some of the remarkable records which were really his own work.)

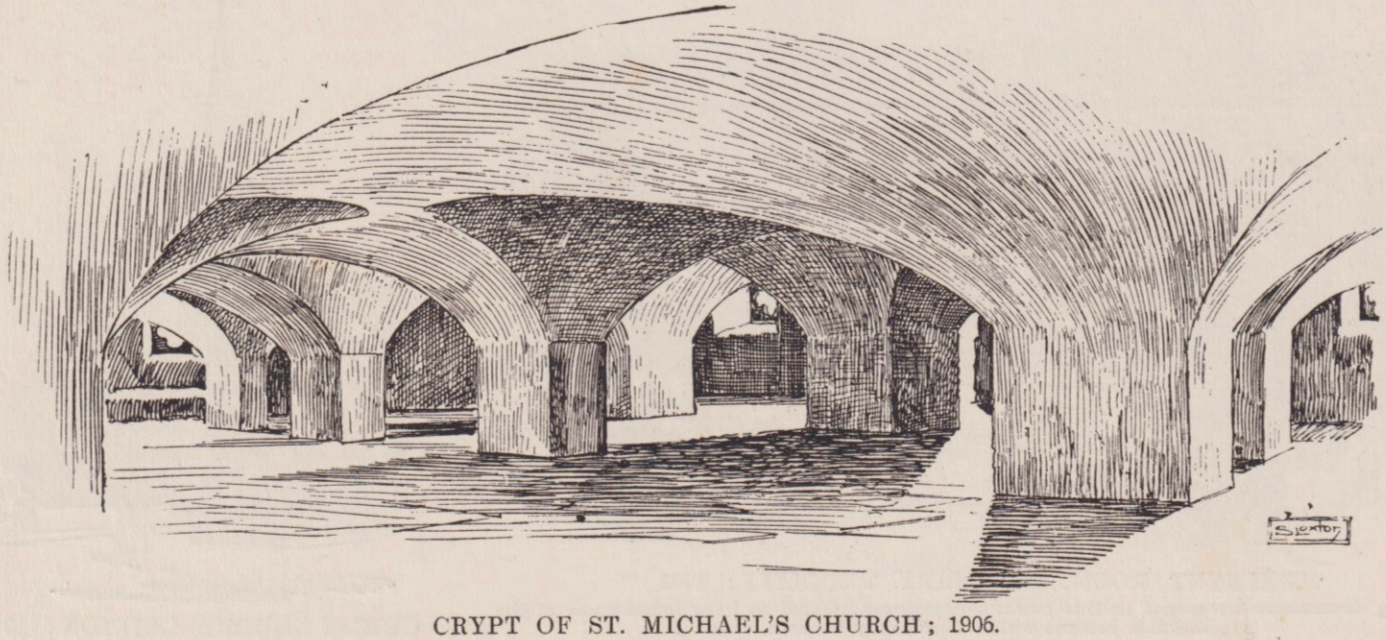


CHRIST CHURCH, CLIFTON; 1904.

ST. MICHAEL'S CHURCH; ABOUT 1902.

(now Bishop of Hereford) and Clifton College in 1875. The Rev. J. M. Wilson (afterwards Archdeacon of Manchester) took the warmest interest in the growing work in his headmastership, and the same spirit has been manifested since his departure from the city of Bristol by Clifton College and those connected with it. The church was consecrated in 1886, and subsequently completed. St. Aidan's, St. George, is the outcome of a mission at Crew's Hole. The design is based upon the fourteenth century style, and in part has been carried out. All Hallows', Easton, is an example of the fostering care of one of the older city churches—All Saints', Corn Street. The edifice at Easton was consecrated in 1901. St. Ambrose Mission Church, an offshoot from St. George, is one of the latest attempts to overtake the needs of Bristol East. St. Bartholomew's has had a singular history, all comprised within the last fifty years. Built in 1861 between Union Street and the Pithay, it found its population diminishing owing to the changing character of the district, and in course of time it became enveloped by the manufactories of Messrs J. S. Fry and Sons, Limited. In the end the firm bought the church, and a new edifice of the same name was completed in 1894 in Montpelier, authority having been given for this by an Act of Parliament. Christ Church, Barton Hill, dates from 1885, but for four or five years earlier mission buildings were in use. All Saints' Mission, at Fishponds, has led to the erection of the first part of a large church. St. Gabriel's, Easton, has been at work since 1870; St. Anne's Mission, Greenbank, is an outgrowth of St. Mark's. St. John's School Mission Church is situated in the new district of Chester Park. St. Lawrence (said to have been named from a lepers' hospital which stood near the site) was erected in 1885, and St. Matthew's, Moorfields, was opened in 1873. Both are in the midst of a great industrial population. St. Thomas The Apostle is a large modern church at Eastville, in the early stages of which the assistance of St. Mary's, Stoke Bishop, was helpful.

St. Werburgh's, Mina Road, represents a successful effort to transfer an ancient city



CRYPT OF ST. MICHAEL'S CHURCH; 1906.

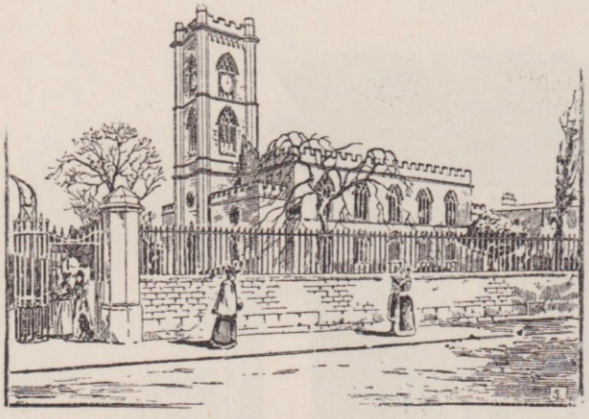
church from an area given up to offices and shops, and with scarcely any resident population, to a suburb which thousands have made their home. The venerable edifice in Corn Street was pulled down in 1878, and in the following year new St. Werburgh's was erected. As in Bedminster, some of these eastern parishes are very populous. In St. Matthew's, Moorfields, it is estimated that there are 17,000 residents; in St. Mary's, Fishponds, there are 13,000; and in St. Mark's over 11,000.

CLIFTON AND BRISTOL AND SHIREHAMPTON.

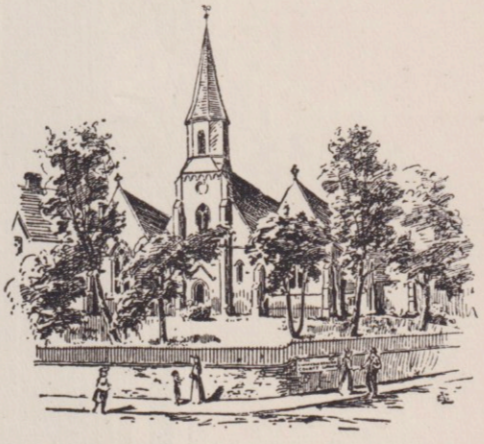
In the Rural Deanery of Clifton many churches have been built. Conspicuous among the additions is All Saints', Pembroke Road, upon which, it is said, £40,000 has been spent. The foundation stone was laid in 1864, and a scheme is now (1908) in hand for adding a porch to the church as a memorial of the long ministry of the late Rev. R. W. Randall, afterwards Dean of Chichester. St. Michael and All Angels', in Gloucester Road, was opened in 1858, Bishopston being then one of the rural outskirts of the city. The church has been enlarged, and for a new district on the borders of Redland, St. Katharine's Mission Church erected. Emmanuel, close to Clifton College, was consecrated in 1869; St. Anselm's was opened in 1897;

CLIFTON PARISH CHURCH (ST. ANDREW'S).
(From an old print.)

St. Mary's, Tyndall's Park, was consecrated in 1874, but is still without the spire forming part of the original design; St. Nathanael's, Redland Road, was built in 1875. St. Paul's, Clifton, erected in 1853, was destroyed by fire in 1867, and rebuilt in the following year. St. Peter's, Clifton Wood, fifty years ago was an edifice formerly used as a Methodist Chapel. A new church was built on the other side of the steps leading to Clifton, in 1882, and the discarded structure became a public library. In 1906 the opening of the Central

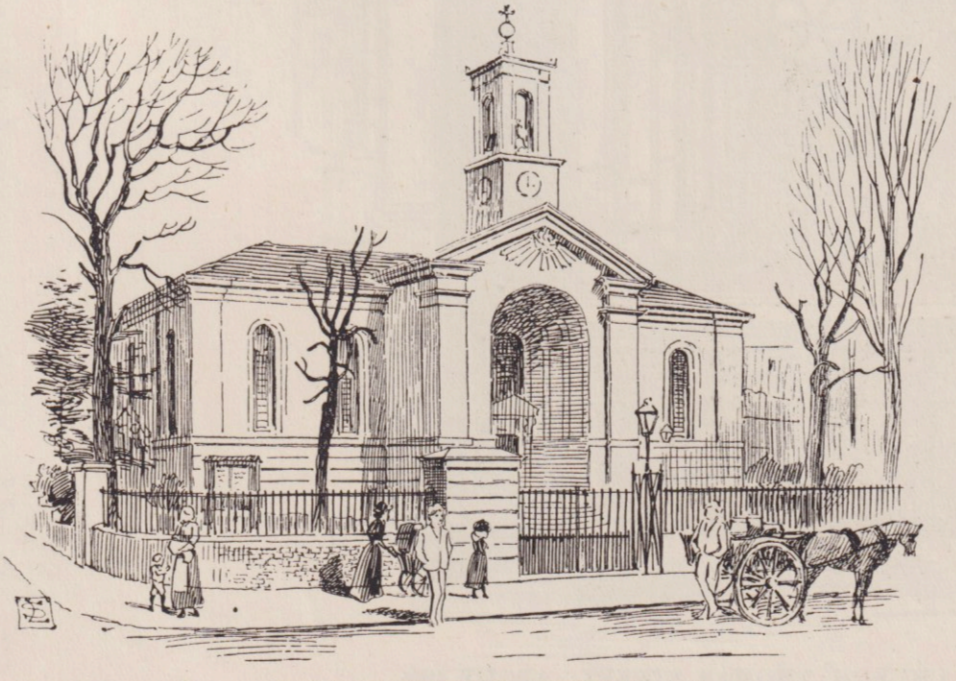


ST. ANDREW'S, CLIFTON; 1894.



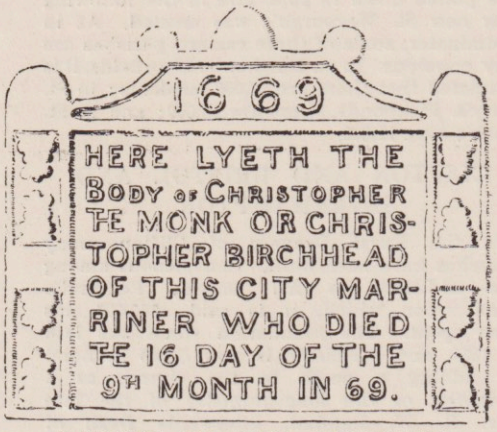
ST. MICHAEL AND ALL ANGELS', BISHOPSTON, 1907.

Library in Deanery Road led to the institution being closed, and the building at the foot of Jacob's Wells was bought back from the city for church purposes. St. Saviour's, Woolcot Park, built in 1882, had a slice from Westbury allotted to it; and the district of Coldharbour Road having very rapidly been transformed into a residential area, St. Alban's (dedicated in 1894) took another piece of Westbury. There is also a smaller place of worship in Southmead Lane. St. Andrew the Less, Dowry Square, dates from 1744, but was rebuilt in 1873. St. James's Chapel-of-Ease was erected in 1862 in memory of Canon Hensman, a vicar of Clifton. The Guthrie Memorial Chapel, attached to Clifton College, should also be mentioned among the principal additions to church architecture since 1858, the date of its consecration being 1865.



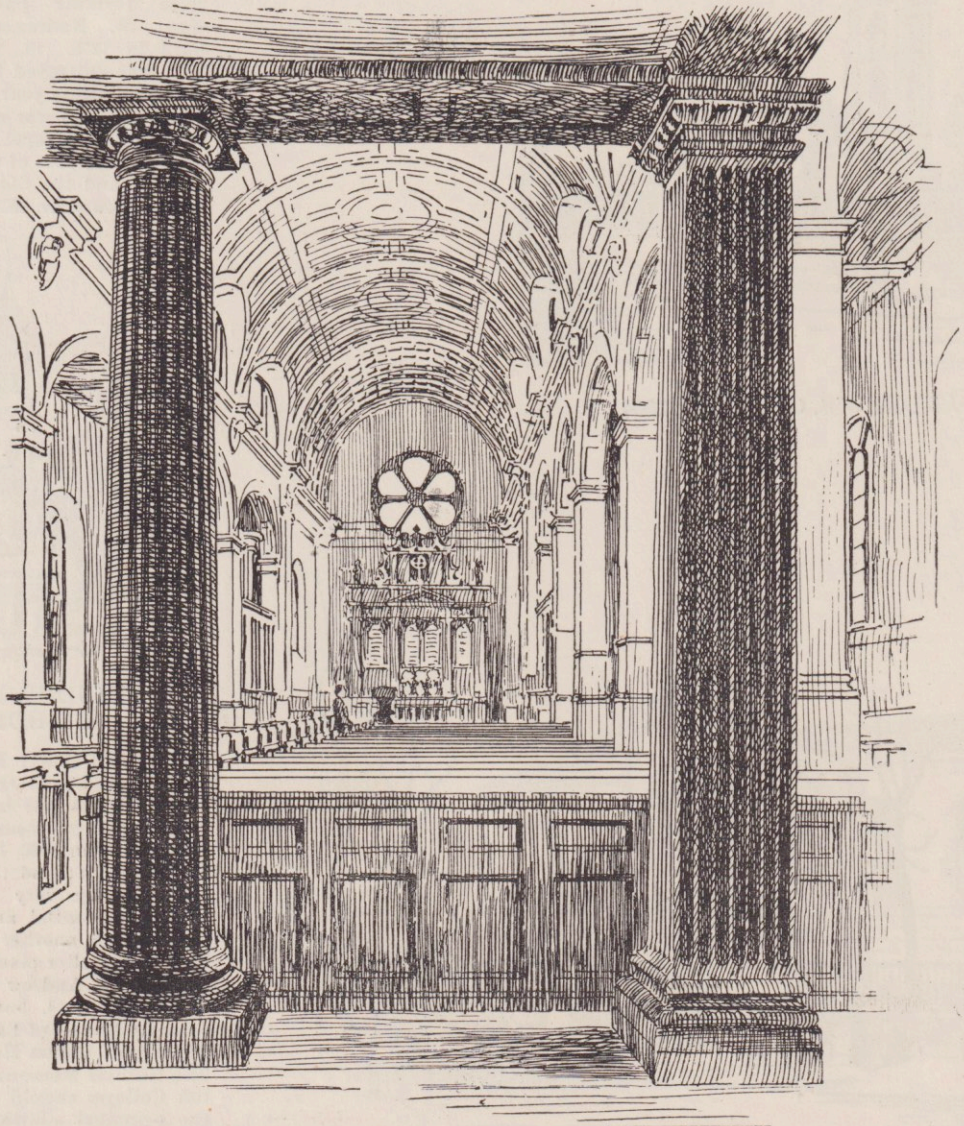
HOLY TRINITY, HOTWELLS: 1903.

ST. JOHN THE BAPTIST HERMITAGE; 1890.

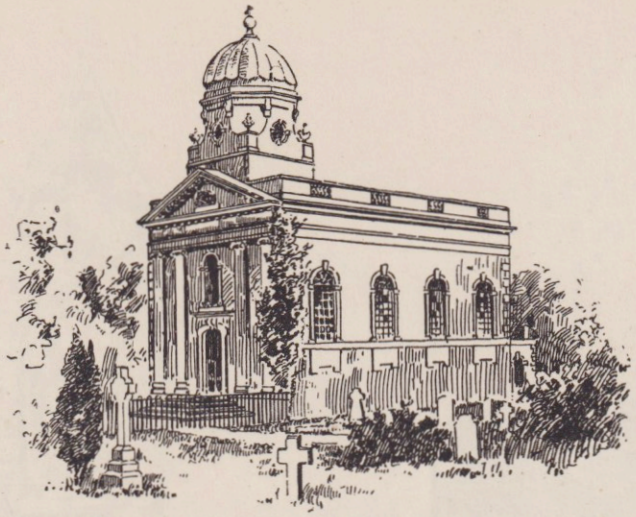


TABLET IN THE HERMITS' CAVE; 1890.

(The cave is on Redcliff Back, where, in ancient times, stood a small religious hospital dedicated to St. John the Baptist.)



ST. THOMAS CHURCH, THOMAS STREET; ABOUT 1905.

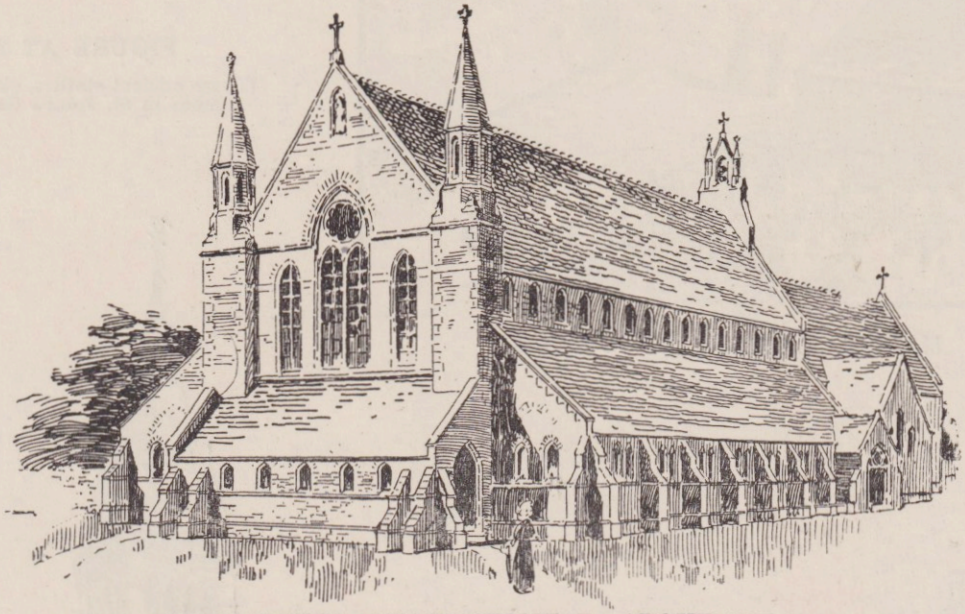


REDLAND GREEN CHAPEL; 1891.

The Bristol Deanery includes the central portion of the city, and extends a short way east. In parts of this area the tendency of events has been towards a reduction rather than an increase in population. Two churches have been erected in the past fifty years, viz., Emmanuel, in Kingsland Road, consecrated in 1862; and St. Silas-on-the-Marsh, consecrated in 1867, and, owing to a subsidence in the foundations, pulled down and rebuilt in 1873. Against this increase on the fringe of the district may be set the removal of the historic church of St. Werburgh from its old place at the corner of Small and Corn Streets. The Seamen's Mission, in Prince Street, serves a double purpose, the upper part being a church, while upon the ground floor a useful club has been provided. The edifice was opened in 1880.

OTHER FEATURES.

Bristol extends beyond these Deaneries. Westbury Parish Church (with an exceptionally long history), Stapleton (erected in 1856), Shirehampton (rebuilt in 1827), Avonmouth, and Stoke Bishop Churches have been brought in by boundary extension. The history of St. Mary's, Stoke Bishop, extends over the same period as the retrospect; its foundation stone was laid in 1858. Avonmouth Church is the direct outcome of dock development. The first section was opened in 1893, and the design is not yet complete. On the fringe of the city, a new church has been provided at Leigh Woods.

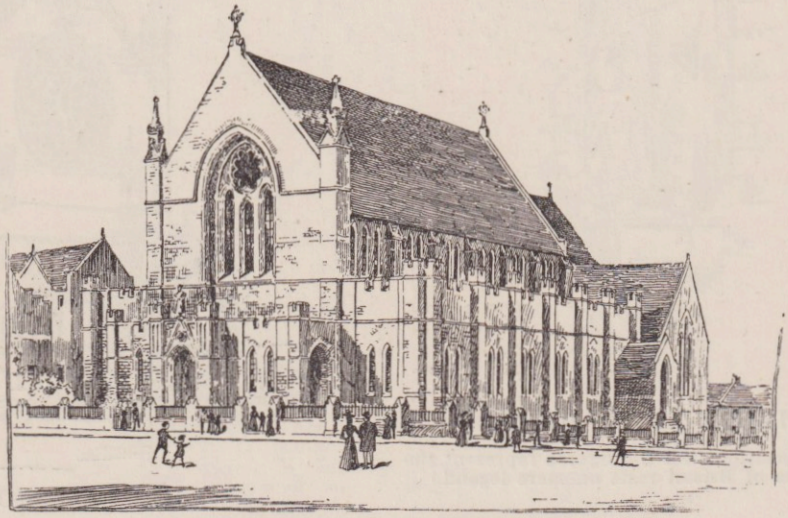


ST. MARTIN'S. UPPER KNOWLE; ABOUT 1907.

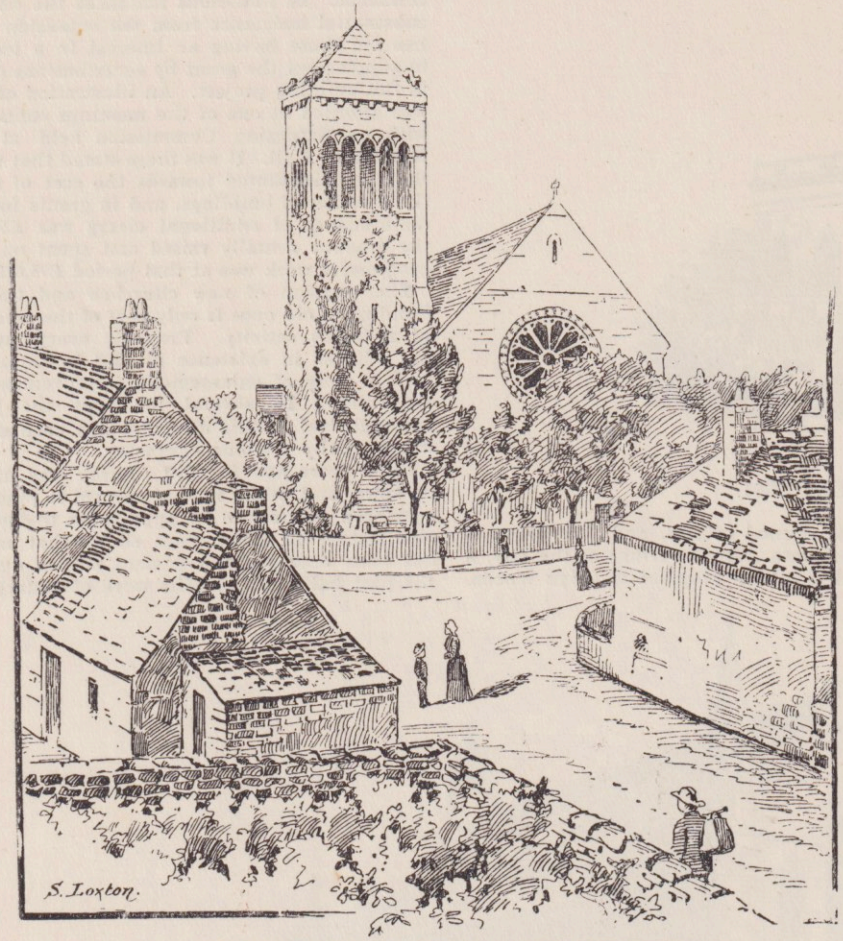
In stimulating the initiation and assisting in the realisation of plans for new places of worship, Church Extension Commissions appointed by successive Bishops have exerted a powerful influence. In numerous instances the offer of substantial assistance from the extension fund has led those having an interest in a locality to supplement the grant by contributions direct to the building project. An illustration of this was afforded at one of the meetings connected with an Extension Commission held at the Merchants' Hall. It was there stated that while the sum distributed towards the cost of sites the erection of buildings, and in grants for the maintenance of additional clergy was £36,000, the amount actually raised and spent on this progressive work was at that period £73,428.

The erection of new churches and the rebuilding of old ones is only part of the measure of religious activity. Probably every one of the edifices in existence in 1858 has attached to it a story of enlargement, improvement, or renovation. In several instances the work accomplished in this direction has been of an exceptionally onerous character.

Fifty years ago Redcliff Church was minus its spire, and, while in that respect it presents a marked contrast to its appearance to-day, its architecture in other ways shows that much has been done for the ancient edifice during the past half-century. The work of restoration extended over several decades, and, roundly, it is said £40,000 was spent upon it. The magnificently decorated exterior north porch was



ST. ALDHELM'S, BEDMINSTER; 1907.
(From the architect's design.)



ST. MARK'S, EASTON; ABOUT 1889.

FIGURE AT ST. JOHN'S.

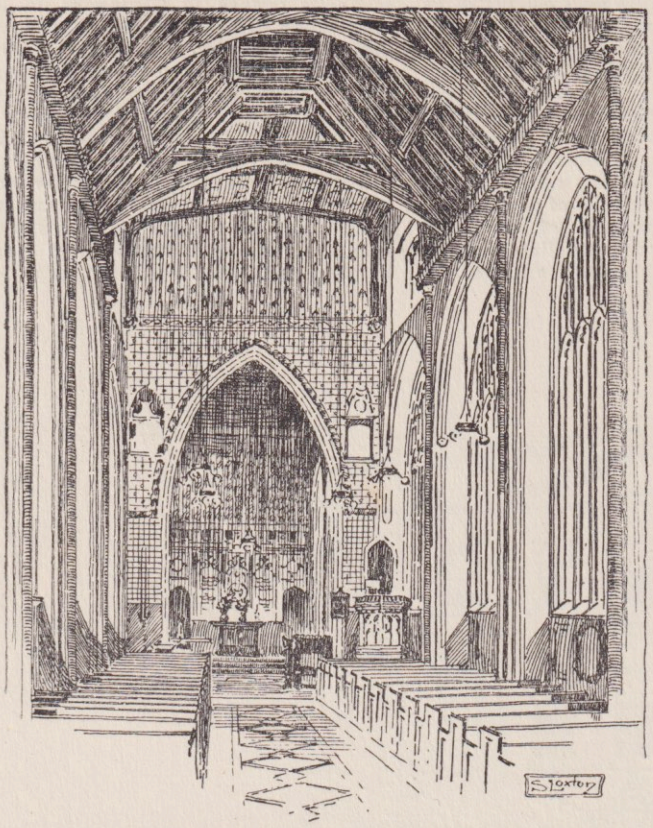
(These ancient statues, sketched in 1895, occupy niches in St. John's Gateway, Broad Street.)

FIGURE AT ST. JOHN'S.

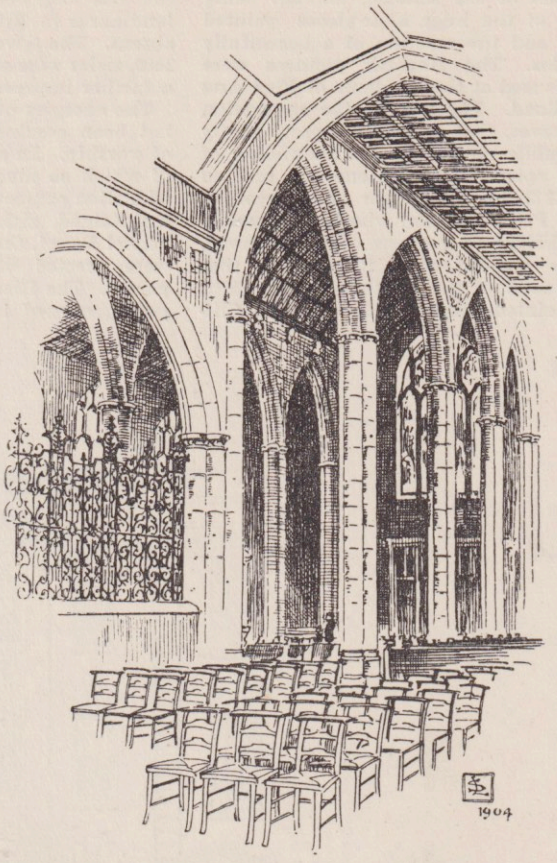
(The supposition that the figures represent the founders of Bristol rests on mere legend.)

HOLY NATIVITY, KNOWLE.

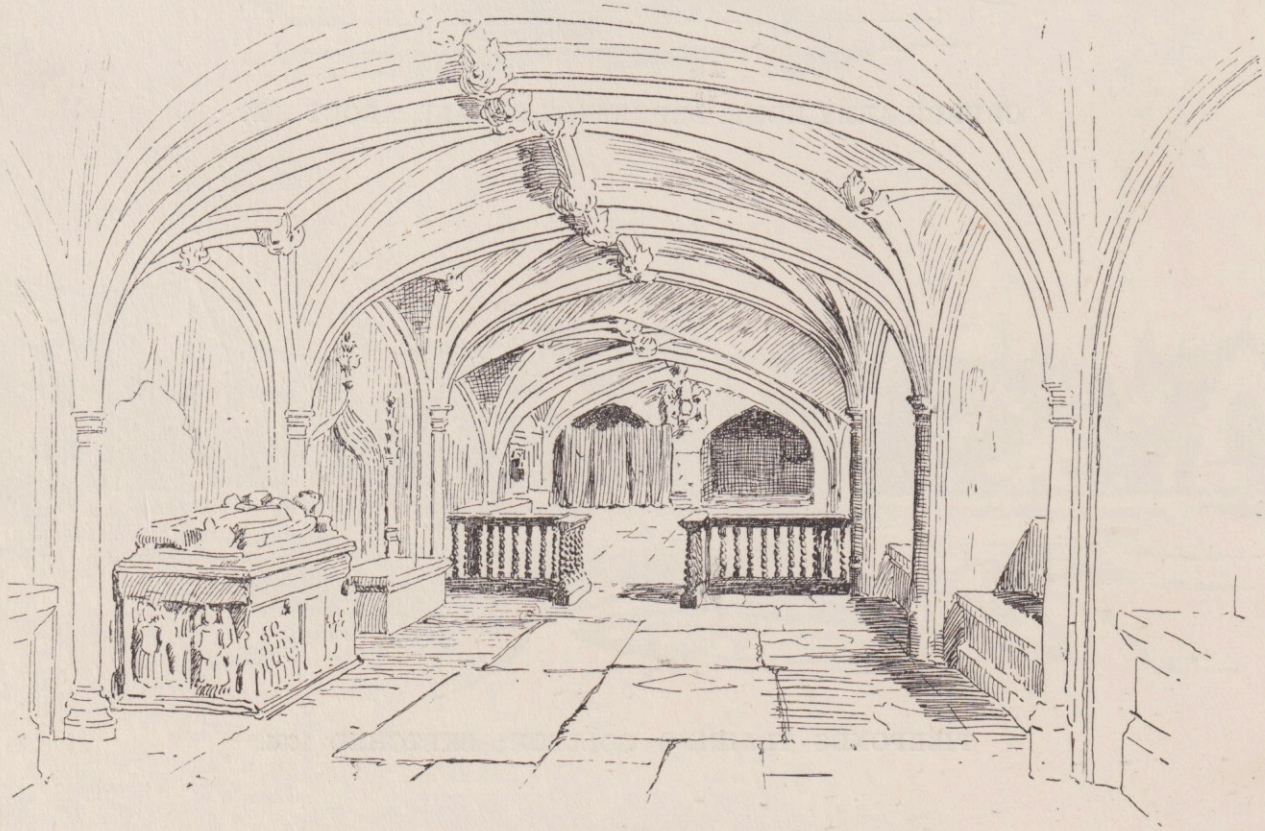
(Design of the completed building. Up to 1908, of the tower the lower part only had been erected.)



ST. JOHN'S, BROAD STREET; 1904.



TEMPLE CHURCH; 1904.

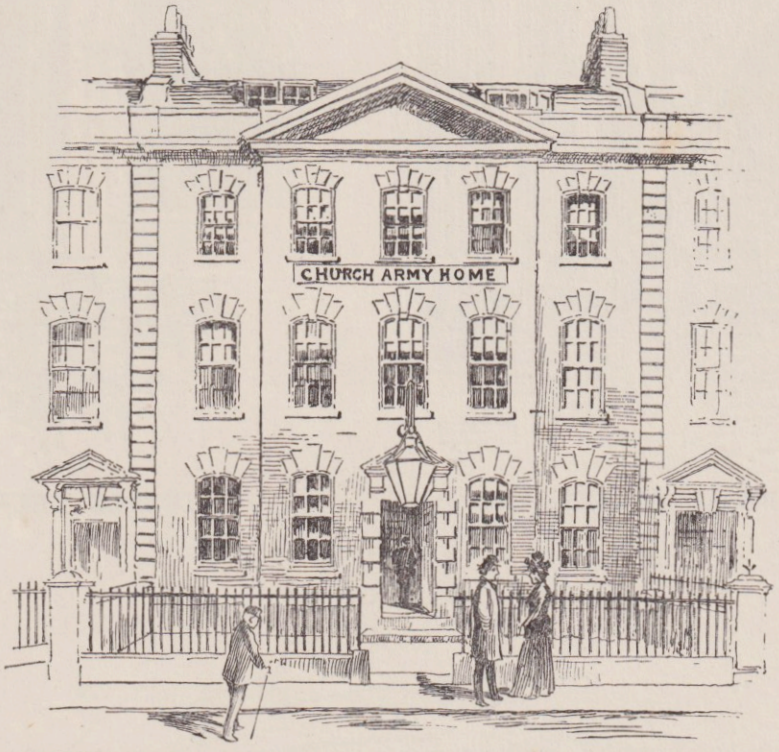


CRYPT OF ST. JOHN'S, BROAD STREET; 1904.

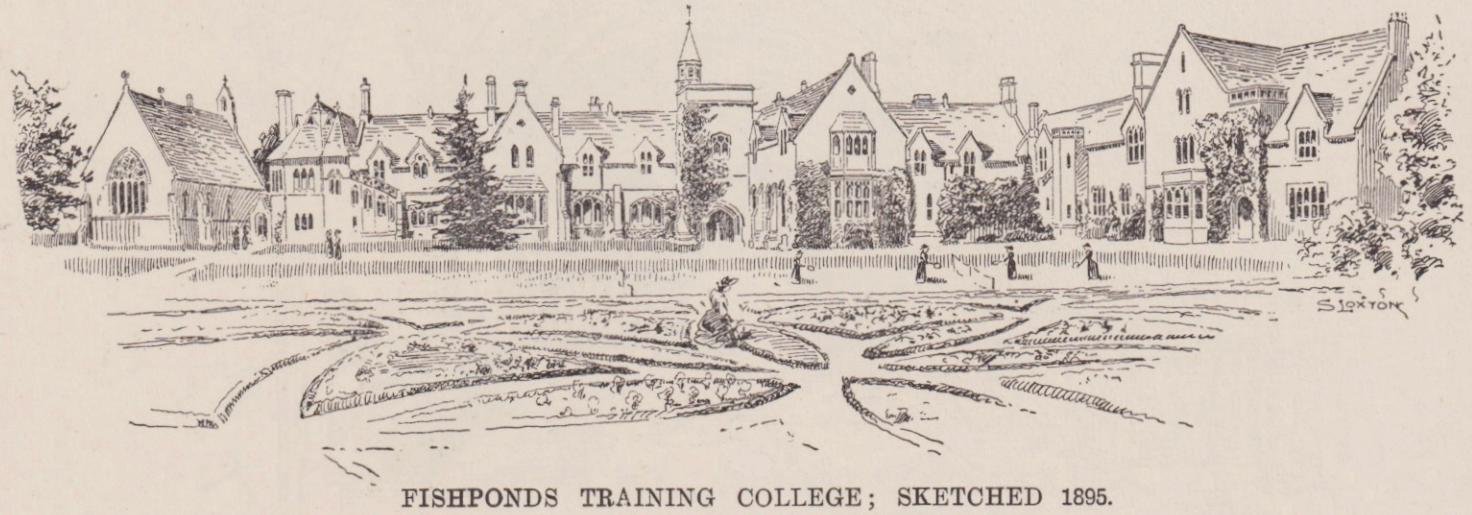
a notable part of the scheme, another being the removal of the huge altar-pieces painted by Hogarth, and the erection of a beautifully carved reredos. The Hogarth pictures were afterwards housed at the Academy of Fine Arts in Queen's Road. The part of the restoration scheme, however, that came most prominently under the public notice was the rebuilding of the graceful spire. The capstone was laid on May 10th, 1872, by the Mayor and Mayoress, Mr and Mrs Proctor Baker, who had to ascend to a dizzy height to perform that ceremony. This will be realised when it is stated that from the ground to the weather-cock is 285ft.

The tall, pointed spire of Christ Church, Clifton, has long been one of the most prominent landmarks in Bristol. In 1858 this feature was absent. The tower and spire were completed in 1859, aisles were added to the church in 1885, and a further improvement has since taken place.

The energies of the Established Church have not been confined to the provision of places of worship. In spite of the "financial strain" of which so much has been heard during the education controversy, many schools have been maintained, although, after the advent of the School Board, the great majority of new schools were erected at the expense of the ratepayers. The Diocesan Training College at Fishponds, opened in 1853, has been enlarged by the addition of a new wing which cost between £4,000 and £5,000. The Clergy Daughters' School, originally opened in Gloucester, in 1862 was removed to Bristol and carried on in the residence near Brandon Hill which for a brief time was used as a Mansion House by the Corporation. Church of England societies devoting their attention to special departments of work are numerous. Among these may be named the Home of the Church Army, established early in the twentieth century in Brunswick Square. It provides a temporary home and work for men in distress, and has helped many to escape from the slippery downgrade and regain positions as useful members of society.



CHURCH ARMY HOME, BRUNSWICK SQUARE, ABOUT 1907.



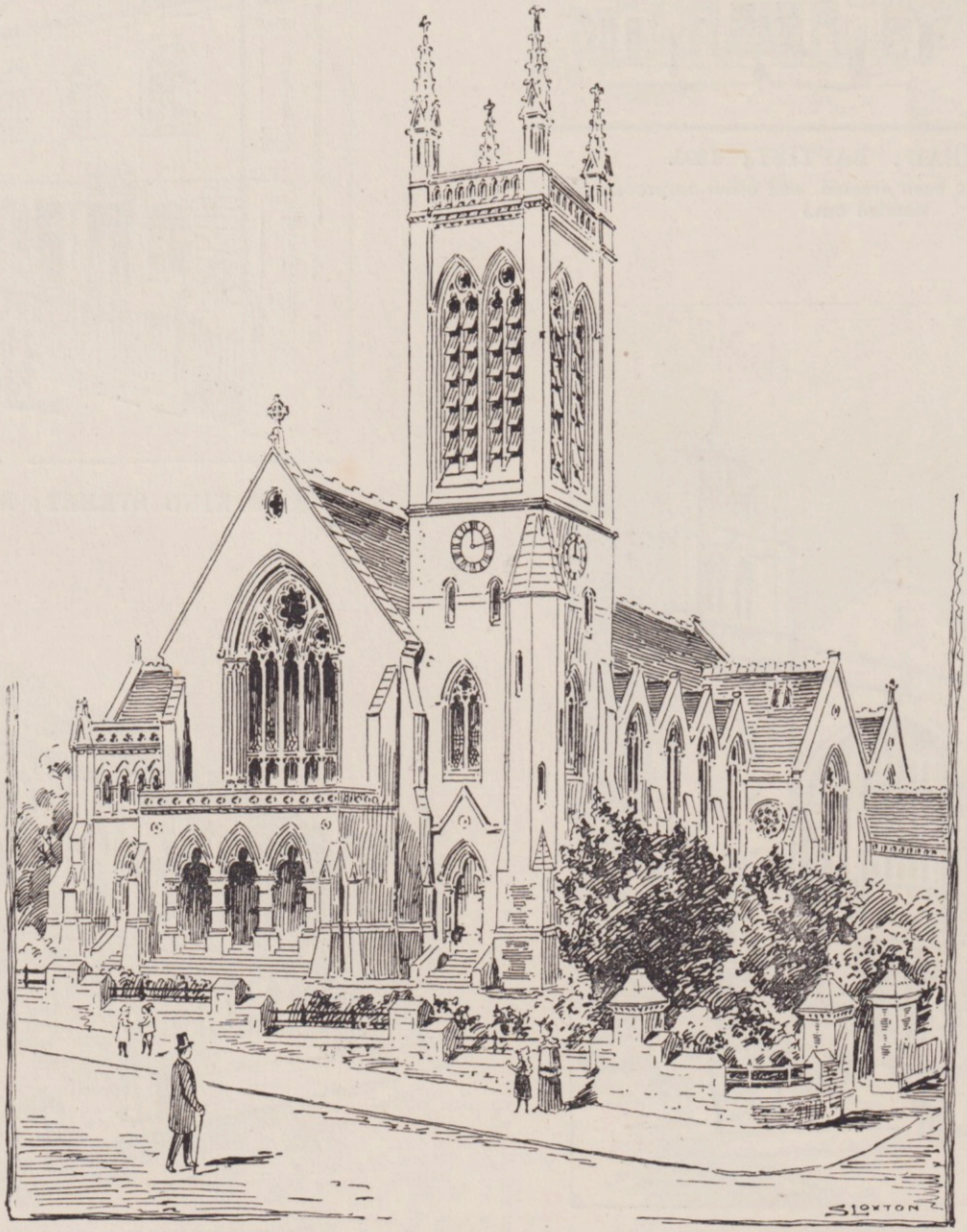
FISHPONDS TRAINING COLLEGE; SKETCHED 1895.

OTHER FEATURES OF RELIGIOUS PROGRESS.

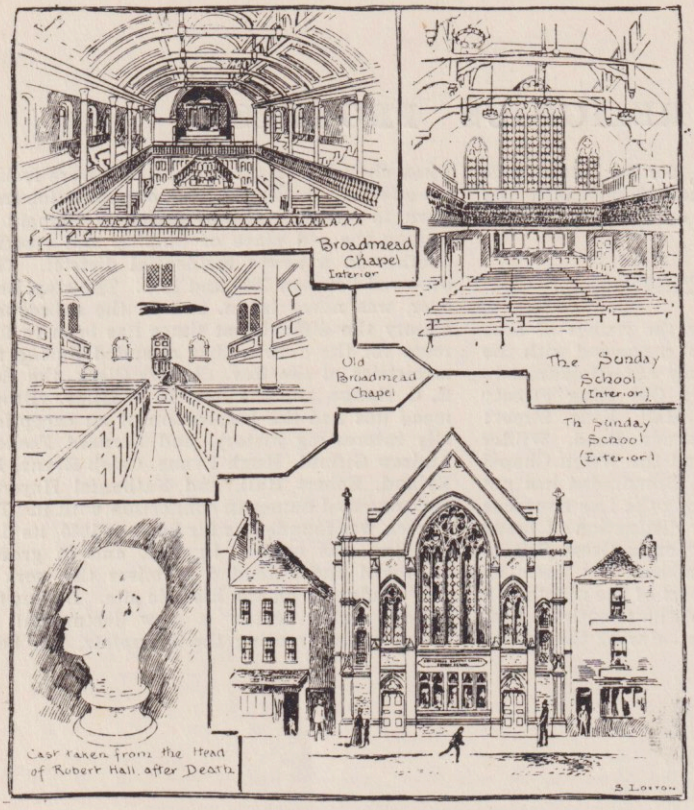
In glancing at some of the features in the work of the Nonconformist Churches of the city, one thing becomes obvious at the outset. This has been graphically described as the lowering of denominational barriers. The distinctions may remain, but differences are far less accentuated than formerly, and points of agreement are so important that the fullest and friendliest co-operation has grown up among members of what are often known as "the Evangelical Free Churches." The appearance of a Baptist minister in a Congregational pulpit in the twentieth century excites not the least surprise, and other Nonconformist bodies are scarcely less fraternal in their relationships. This has had an important effect in matters of church extension. Too often in the past, in a village or small town, a number of little churches have been founded which have been necessarily weak in numbers and hard pressed to support a pastor. It has become customary, as a result of the good feeling now dominating the Nonconformist bodies, for an interchange of views to precede the establishment of a new place of worship, so that overlapping may be reduced to a minimum.

THE BAPTISTS.

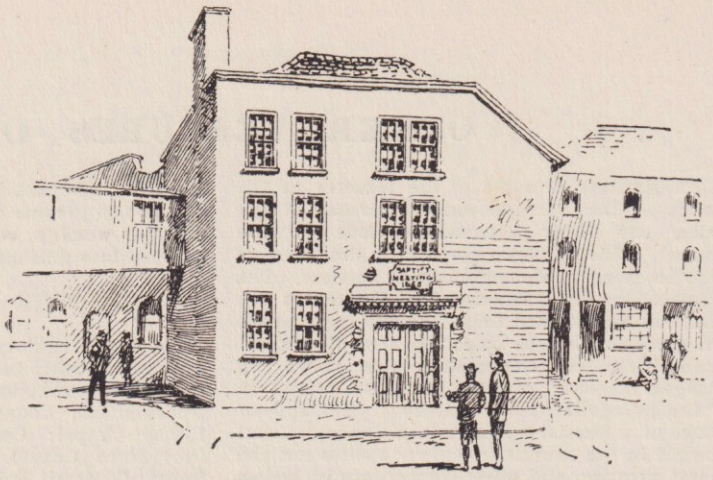
The 1858 Directory gives the names of nine places of worship in Bristol connected with the Baptist denomination. They are—Broadmead; Buckingham; Counterslip; Old King Street; Pithay Chapel; Coopers' Hall, King Street; Providence Chapel, Grosvenor Road, Wilder Street; Thrissell Street; and the Welsh Chapel in Upper Maudlin Street. Broadmead has not only become a veteran among the free churches of the city, but has also the distinction of being the largest Baptist communion in Great Britain outside of London. So strong has been its position during the latter part of the nineteenth century and the opening of the twentieth, that it is difficult to realise that, during the period when churches in the central area were feeling the effects of the transference of population from town to suburbs, it was seriously thought of closing the old place of worship and erecting another in a newer residential district. This occurred between 1860 and 1870. The step, however, was never taken, and in the subsequent history the difficulty at times has been to find room for the crowds that attended during the ministries of the Rev. Charles Clark, the Rev. E. G. Gange, and the Rev. D. J. Hiley. Broadmead has had the inspiration of an exceptionally interesting history, and Bernard Foskett, Andrew Gifford, Hugh Evans, Caleb Evans, Dr. Ryland, Robert Hall, and Nathaniel Haycroft are honoured names in connection with it. The church was founded as far back as 1640, its first building was erected in 1671, and in greatly improved and extended premises the work is still conducted on the historic site. During the period under review a new lecture-hall or school-room, fronting the Horsefair, has been



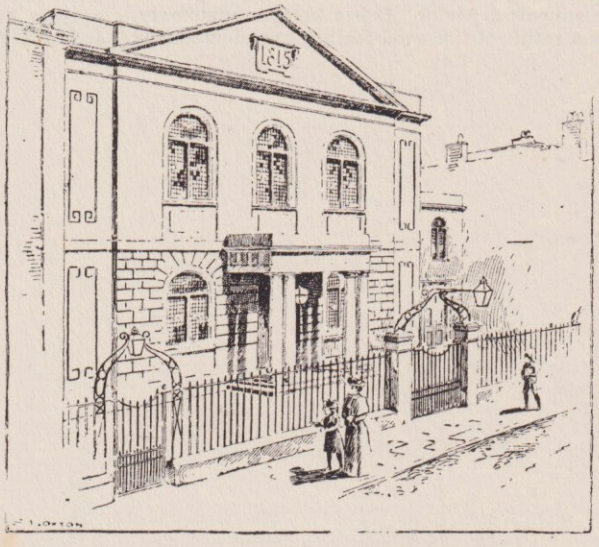
TYNDALE; BAPTIST; ABOUT 1894.



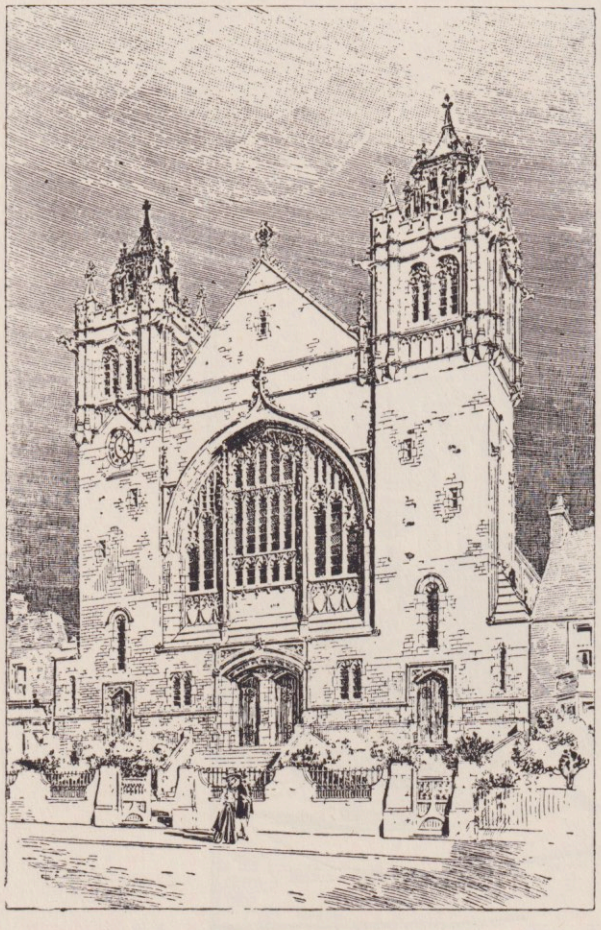
BROADMEAD; BAPTIST; 1893.
(A new organ has since been erected, and other improvements carried out.)



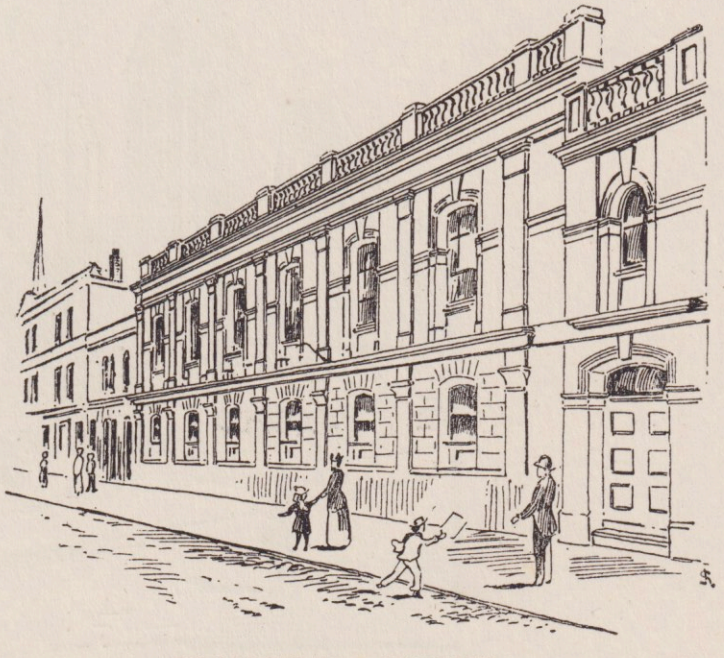
OLD PITHAY CHAPEL; BAPTIST; 1896.
(Since demolished.)



OLD KING STREET; BAPTIST; 1896.



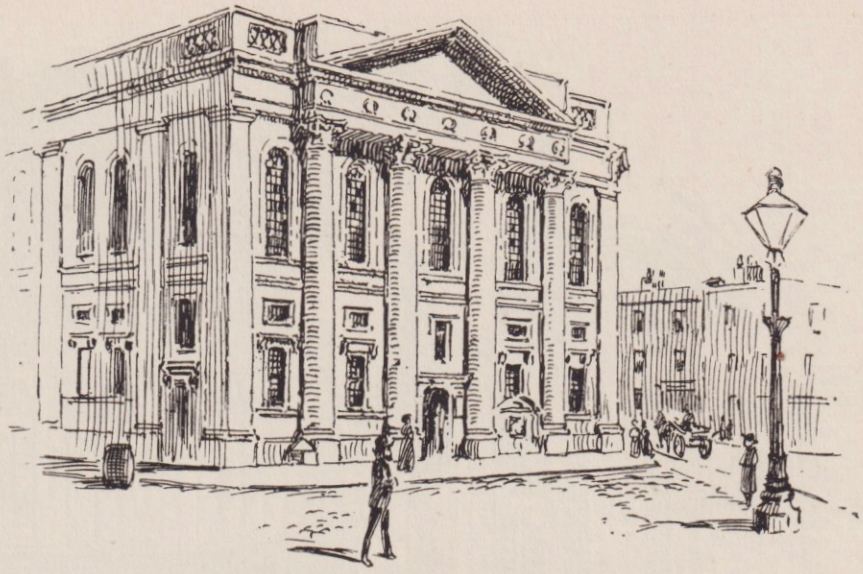
HORFIELD; BAPTIST; 1900.



BROADMEAD; BAPTIST; 1908.

built, the chapel improved, a new organ installed, and in one of the corridors a large brass tablet fixed to commemorate the succession of ministers, the names mentioned being included. Buckingham Chapel, dating from 1847, has continued its work in the heart of Clifton, but the next in the old list, Counterslip, has been superseded by a new edifice. The fine place of worship built at Counterslip in 1804 continued in use until 1878. New Counterslip Chapel was erected in Victoria Street, and the transferred church carried with it the former name. Old King Street Baptist Church, erected in 1815, has also improved its buildings, but its parent, the Baptist Meeting House in the Pithay, after being for years occupied by the steam engines of a local firm, was in 1907 pulled down, and in 1908 its site covered by a new factory.

The story of the Pithay Chapel is closely connected with that of several other Baptist churches, and abounds in interesting passages. It is linked with that of an earlier body of Christians meeting in the Friars. The records of early Nonconformist life in Bristol reveal the determined efforts made to hold services in spite of intolerant opposition; sometimes when precautions failed, the minister had to spend a period in prison for his temerity in defying authority. Ideas with regard to women afford an interesting contrast with those of a later period. From the old church at the Friars in 1672 a female was expelled for reasons worth detailing:—"1: For taking upon her to preach at meetings after often admonitions, privately and publicly by the church, and still justifying herself therein. 2: For putting on man's apparel, and coming to Mr Hardcastle's meeting, and there go to preach, because she thought she would not be permitted in women's. 3: For not keeping her house, being idle and gadding abroad, not minding her husband's business, &c." The site in the Pithay was bought in 1699; it was occupied by a "sope-house," and is described as being opposite the Pithay Pump. There the church work continued. At the beginning of the nineteenth century a split occurred, and the secession gave rise to Counterslip. After the Pithay congregation had moved to Old King Street, a part of the Counterslip church came over to the Pithay and in 1861 this community gave rise to City Road Chapel. The Coopers' Hall, a handsome building in King Street, originally belonged to an important trade guild, and for a considerable time was utilised as a Baptist chapel. Eventually, the congregation left the classic building for the more modest quarters in the Pithay, and there its history seems to have closed.



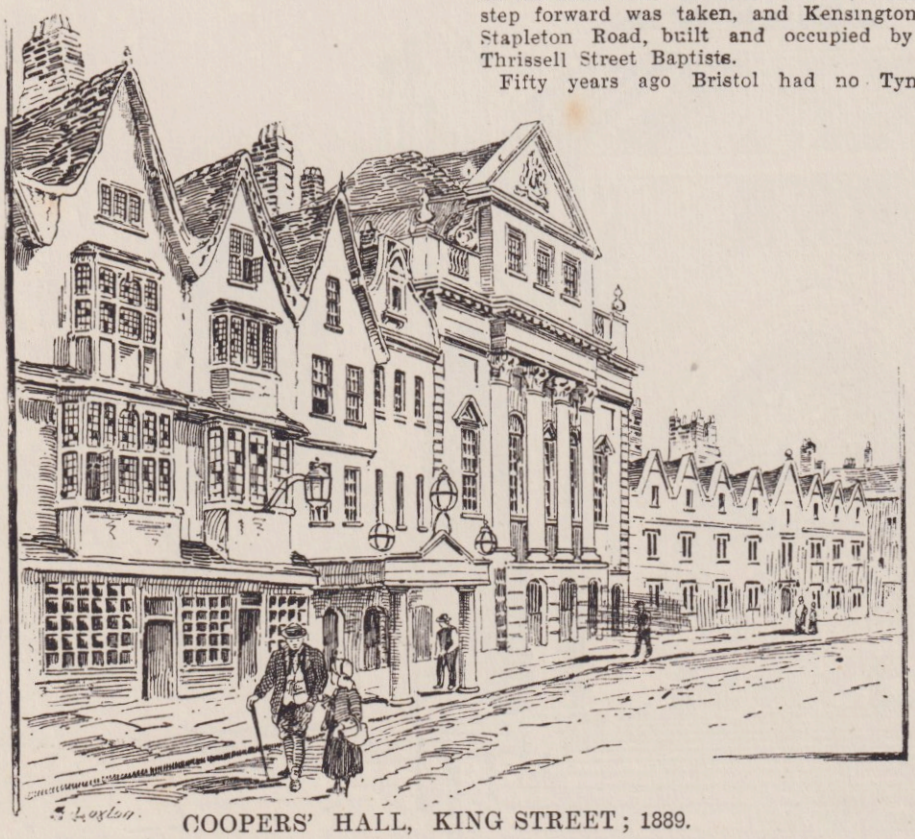
OLD COUNTERSLIP CHAPEL; ABOUT 1905.

(The Baptist church has been transferred to a new chapel in Victoria Street.)

Thrissell Street Chapel, dating from 1831, was destroyed by fire in 1855, and another erected on the same site. In 1888, however, a further step forward was taken, and Kensington, in Stapleton Road, built and occupied by the Thrissell Street Baptists.

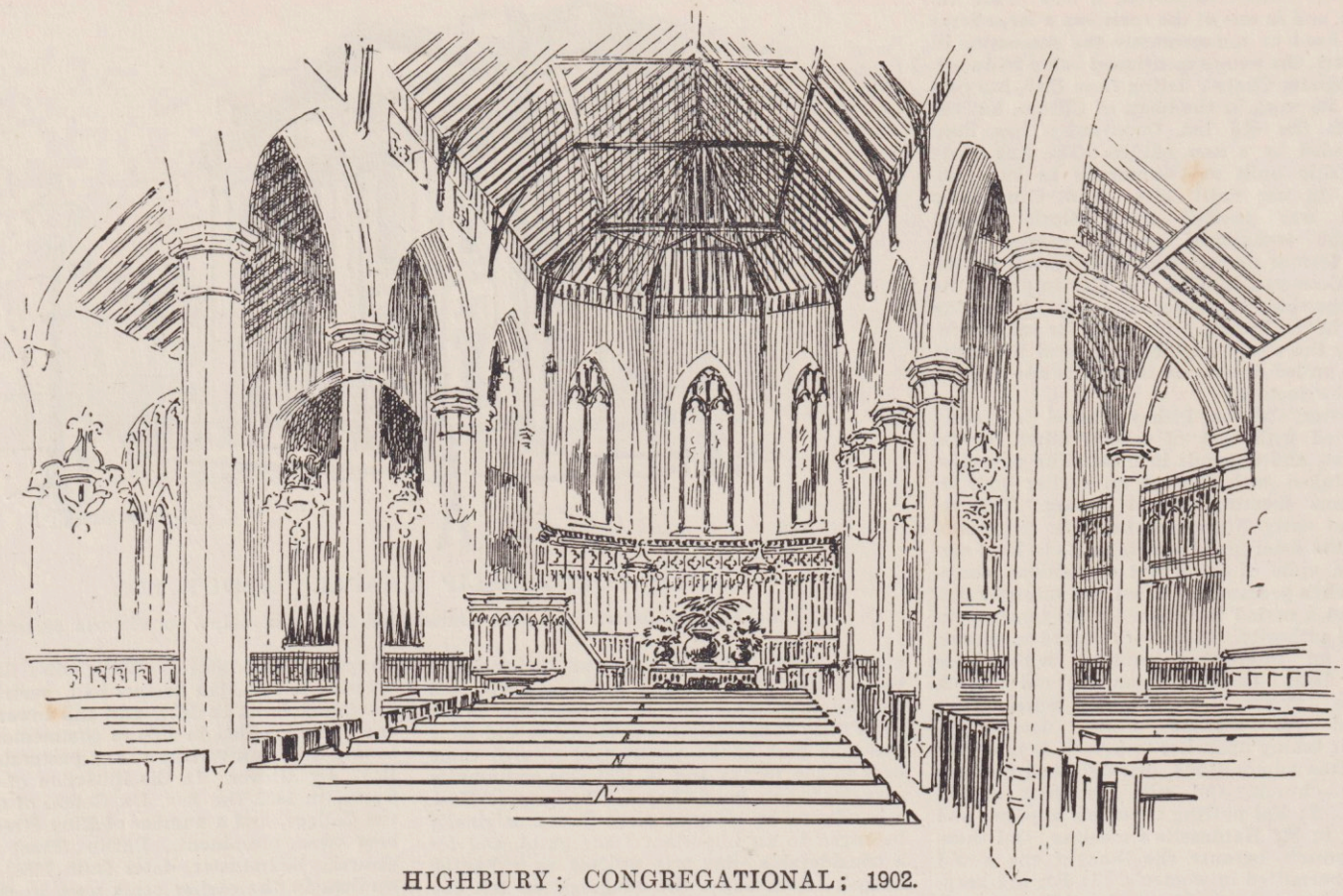
Fifty years ago Bristol had no Tyndale Chapel. The edifice in Whiteladies Road was opened in 1868, the lecture-hall, vestries, and classroom built in 1880, and the tower, clock, and chimes added in 1894 to commemorate the twenty-fifth anniversary of the pastorate of the Rev. Dr Glover. In the initiation of Cotham Grove, in 1872, the Rev. Dr. Gotch, of the Baptist College, and a number of King Street members were prominent. Philip Street Baptist Church, Bedminster, dates from 1856, but the services in the earlier years were in the Temperance Hall, and it was not until 1861 that the chapel was built. From Philip Street sprang the East Street church in 1884, a school chapel provided in that year being followed, a decade later, by the erection of the place of worship fronting East Street. The development in the Knowle district led to the foundation of Totterdown Baptist Chapel in 1881, and, to the north of the city, no one passing up Gloucester Road in the direction of the Barracks can avoid noticing the striking frontage of Horfield Baptist Church. Its advance has been noteworthy since the days when the congregation met in a building constructed of galvanised iron. The church was formed in 1892, a school chapel facing Brynland Avenue provided in 1896; and the present large church erected in 1900.

Tyndale Mission commenced in 1871, and resulted in the erection of the block of buildings in Deanery Road in 1889. Buckingham Chapel also selected the Hotwells end of the city for mission work, the earlier operations being at Mardyke House in 1867. A hall, erected in Hotwell Road in 1871, was taken by the Great Western Railway Company when they were extending their lines to the north side of the Harbour, and a new Buckingham Hall on the other side of Hotwell Road became the headquarters of this work. The Cathay district is served by a building in Prewett Street, built in 1874; and at Eastville a Baptist church meets in an edifice that in turn has been occupied by the Primitive Methodists, the Society of Friends, and the Brethren. The Baptists are also carrying on work at Ashton Gate; Mount Pleasant, St. George; Tower Street (a branch from Counterslip); Freestone Road, St. Philip's (connected with Cotham Grove); Victoria Park, Bedminster; West Street, Bedminster, where the church was founded in 1837; Wolseley Road (associated with Kensington); the Welsh Church in Maudlin Street; Clouds Hill, St. George, where a church was formed just before Queen Victoria ascended the throne; Fishponds, built in 1851 and provided with new schools in 1902; and Stapleton, where a chapel was erected in

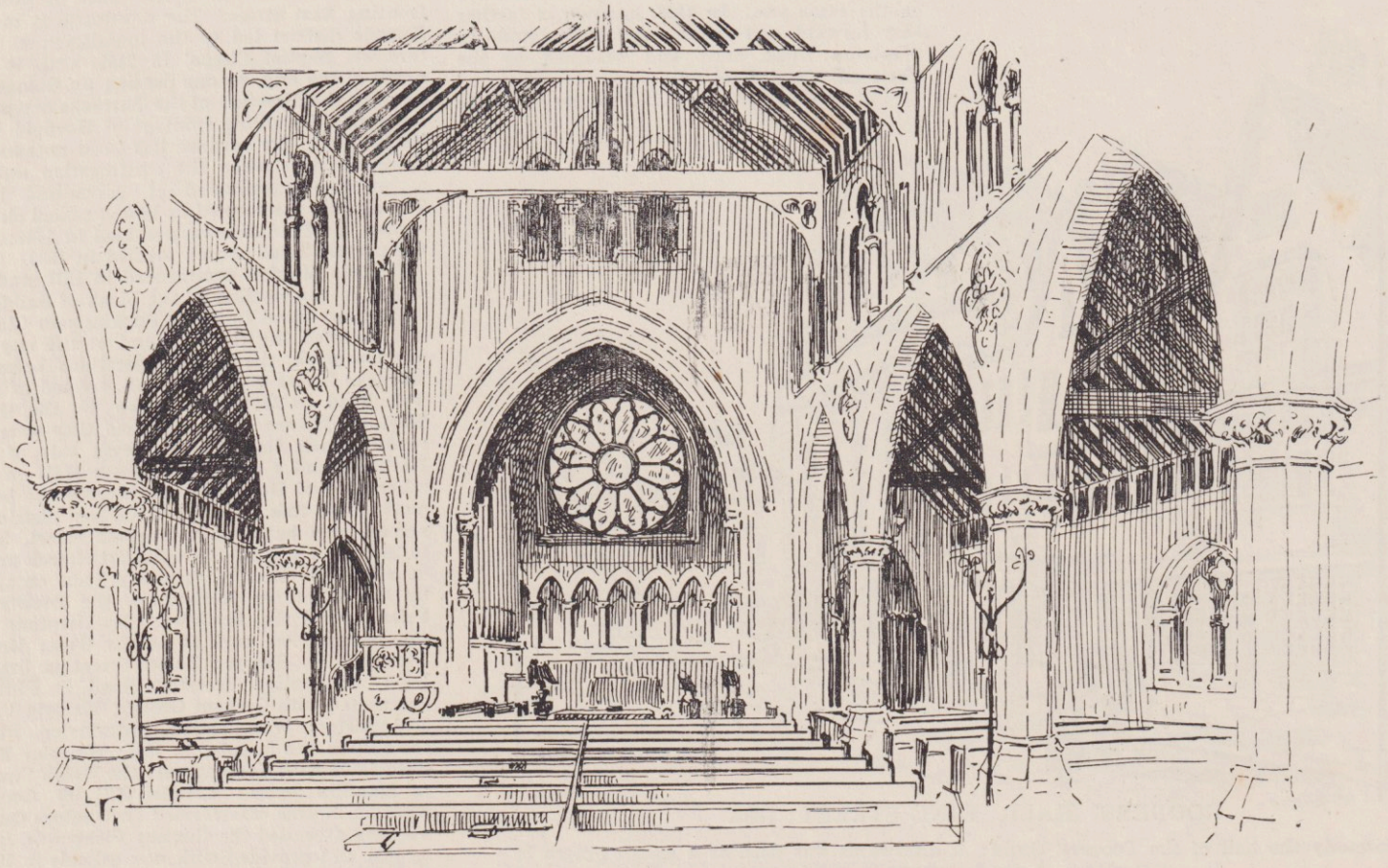


COOPERS' HALL, KING STREET; 1889.

(Formerly the hall of the Coopers' Guild; it afterwards was used as a meeting-place by Baptists. Later it became a warehouse.)

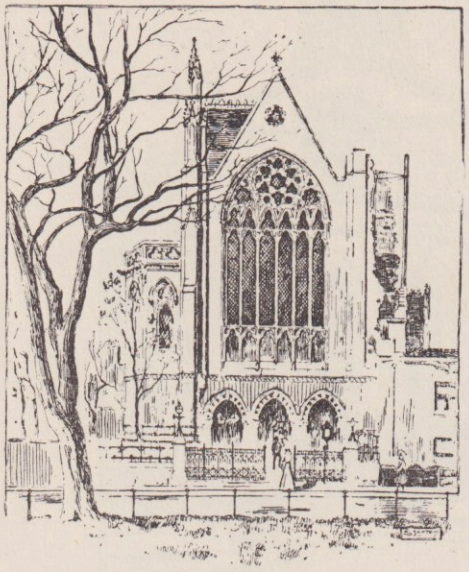


HIGHBURY; CONGREGATIONAL; 1902.



REDLAND PARK; CONGREGATIONAL; 1902.

1833, but a Baptist church was not formed until 1890. At Shirehampton, the needs of a growing district have been cared for by the provision of a school chapel, between which and the main road is reserved a site for a commodious place of worship. Not far beyond the city boundary is Hanham Chapel, founded in 1714, and long linked by a system of co-pastorates with the Pithay Church. The responsibility of a building scheme has been undertaken here also. At

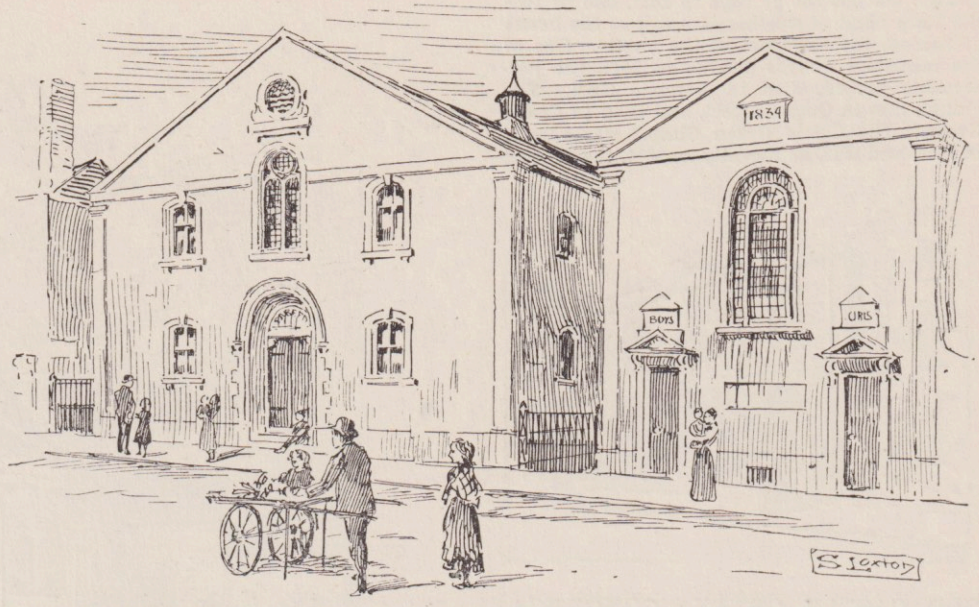


CLIFTON DOWN; CONGREGATIONAL; ABOUT 1906.

Downend the old chapel associated with the ministry of John Foster has been enlarged.

THE CONGREGATIONALISTS.

The Congregationalists, or Independents, in 1858 had no fewer than seventeen places specified in the Directory as being used for public worship. The list is as follows:—Anvil Street, St. Philip's; Arley, Cheltenham Road; Barton Hill; Bridge Street; Brunswick; Castle Green; Gideon; Wycliff, Guinea Street; Highbury; Hope Chapel, near Dowry

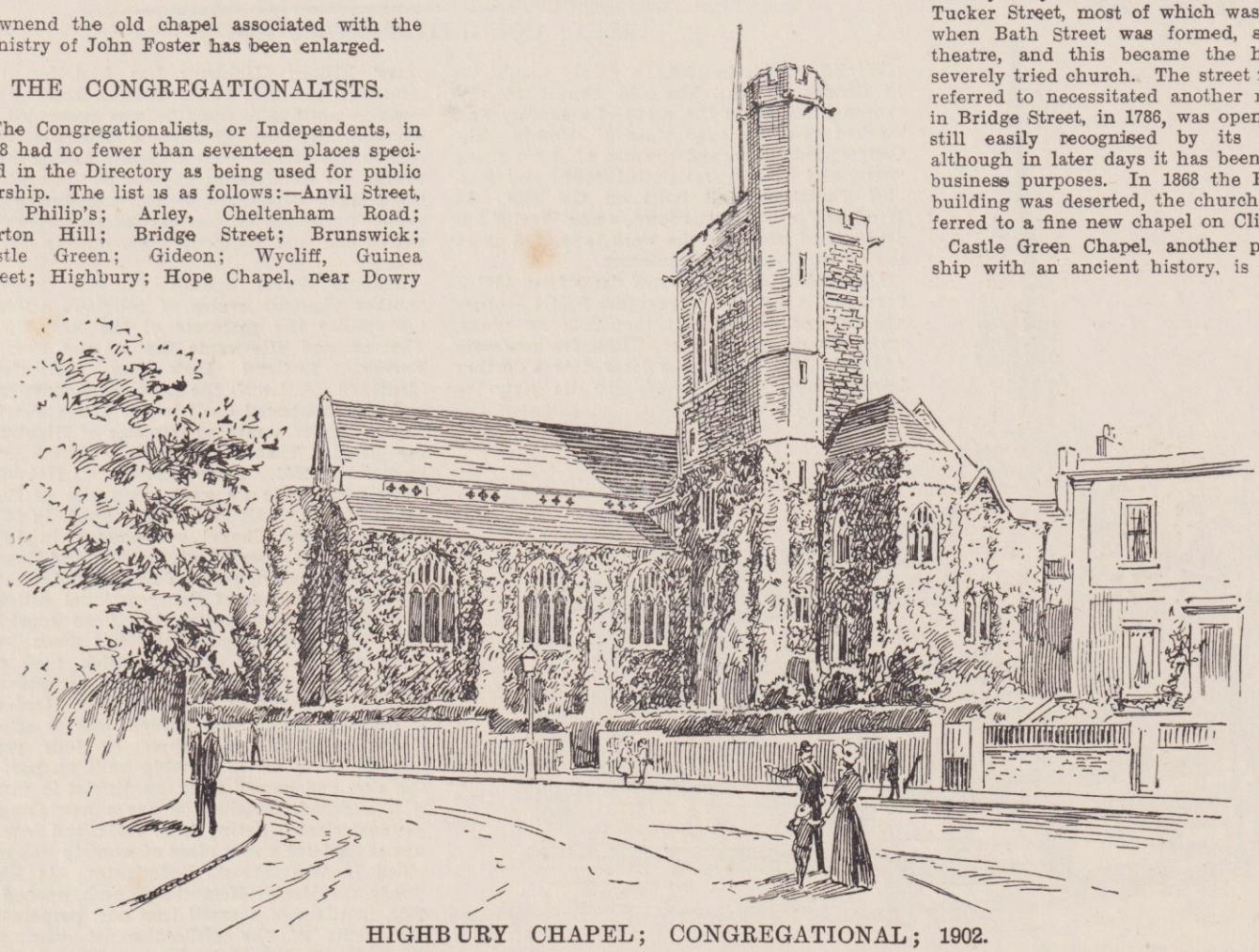


WHITEFIELD TABERNACLE; PENN STREET: CONGREGATIONAL; ABOUT 1906.

Square; Kingsland Chapel, the Dings; Lodge Street; Lower Castle Street (Welsh); Sargeant Street; Zion, Bedminster; Tabernacle, Penn Street; and Highbury Schoolroom, Durdham Down. Several notable changes have been made since then.

The Bridge Street Church has had a long and interesting history. There is some doubt as to the remoteness of its antiquity, but a licence was granted in 1672 to Mr John Weeks to be the teacher of a congregation in a room or rooms on St. James's Back. Mr Weeks was an ordained minister of the Church of England, and one of those ejected from the establishment owing to the operation of the Act of Uniformity. He was twice imprisoned for his Nonconformity, and the meeting place was destroyed by an infuriated mob about 1682. In Tucker Street, most of which was swept away when Bath Street was formed, stood an old theatre, and this became the home of the severely tried church. The street improvement referred to necessitated another removal, and in Bridge Street, in 1786, was opened a chapel, still easily recognised by its architecture, although in later days it has been given up to business purposes. In 1868 the Bridge Street building was deserted, the church being transferred to a fine new chapel on Clifton Down.

Castle Green Chapel, another place of worship with an ancient history, is now a ware-



HIGHBURY CHAPEL; CONGREGATIONAL; 1902.

(A tablet on one of the walls gives the names of a number of martyrs who were burned on this site because of their religious convictions.)

house. Its records go back to 1633, and in 1654 the little band of worshippers met at the house of Scroop, the Governor of the Castle. One of the ministers of this church in 1675, the persecuting period, died in Newgate Gaol. The church met in Queen Street, and then in Castle Green. The Castle Green Chapel was rebuilt in 1815, and was, as recently as 1874, the subject

OLD CASTLE GREEN; CONGREGATIONAL; 1894.

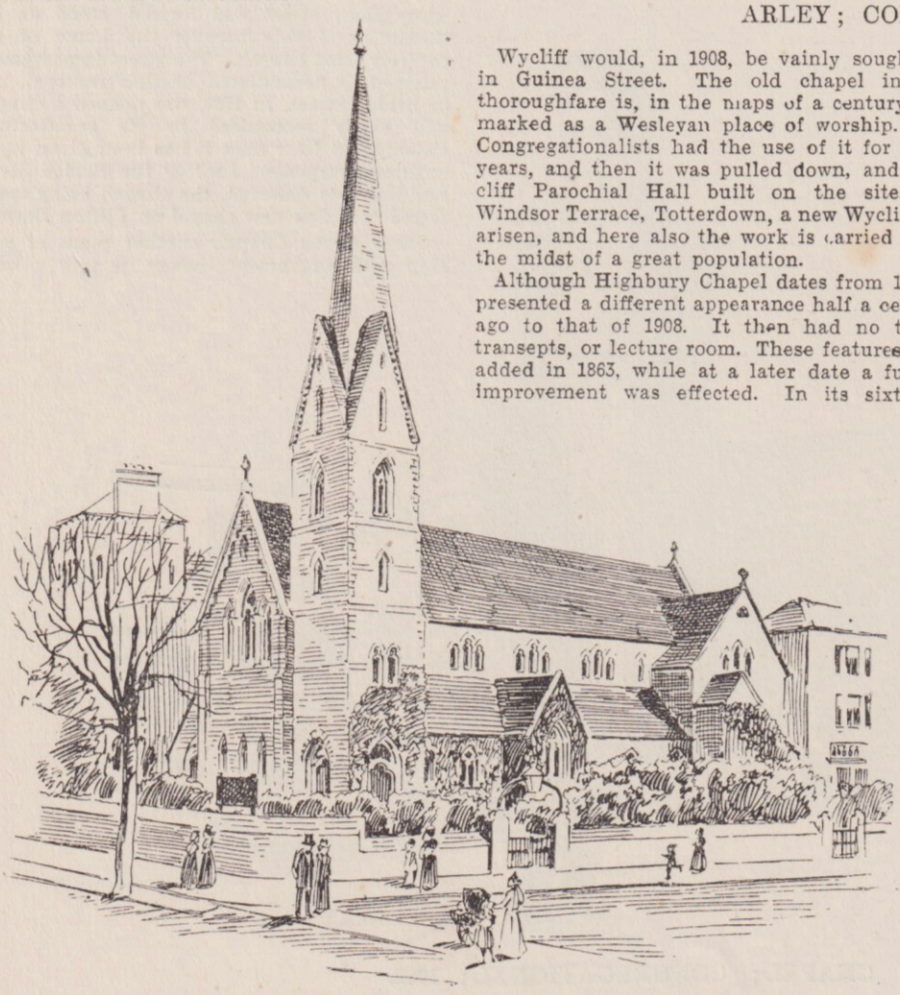
(Now a warehouse. The church has been transferred to Greenbank.)

of considerable improvement. Afterwards the position was felt to be an unsuitable one, a new Castle Green Chapel was erected at Greenbank, Easton, in 1901, and the abandoned structure sold. Close to the Greenbank site was the Hinton Road Congregational Chapel, and this building was acquired by the trustees and used as a school for the new church.

ARLEY; CONGREGATIONAL; 1908.

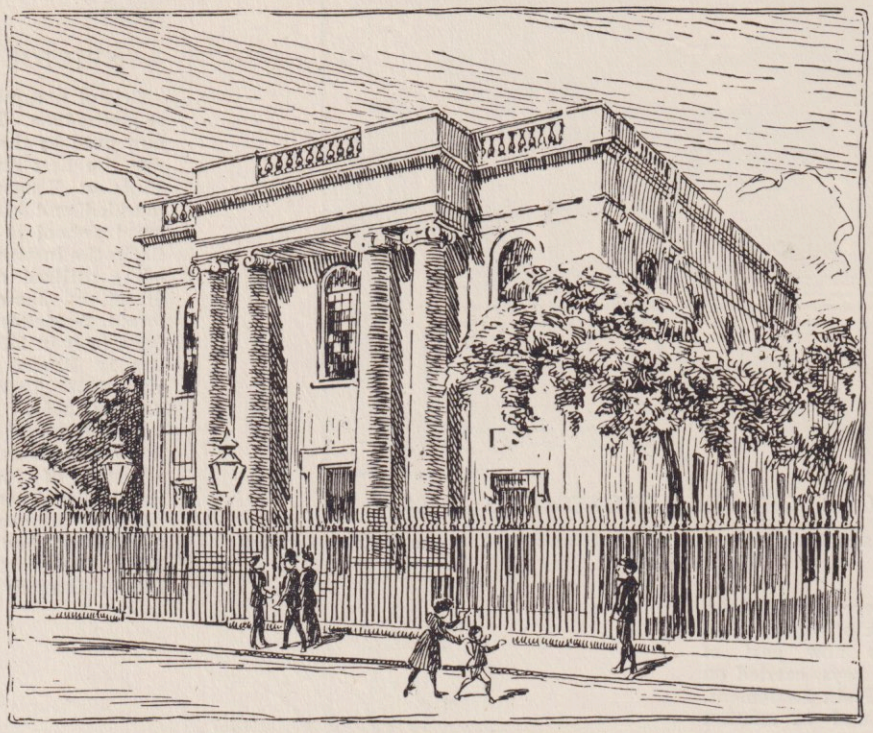
Wycliff would, in 1908, be vainly sought for in Guinea Street. The old chapel in this thoroughfare is, in the maps of a century ago, marked as a Wesleyan place of worship. The Congregationalists had the use of it for many years, and then it was pulled down, and Redcliff Parochial Hall built on the site. In Windsor Terrace, Totterdown, a new Wycliff has arisen, and here also the work is carried on in the midst of a great population.

Although Highbury Chapel dates from 1843 it presented a different appearance half a century ago to that of 1908. It then had no tower, transepts, or lecture room. These features were added in 1863, while at a later date a further improvement was effected. In its sixty-five years' history Highbury has had but two ministers, the Rev. David Thomas holding the position until 1875, when he was succeeded by his son, the Rev. H. Arnold Thomas. The church has become widely known, among other things, for its vigorous support of the work of the London Missionary Society, and during the period under review has carried on an important social and religious work on the Broad Plain.



REDLAND PARK: CONGREGATIONAL; 1902.

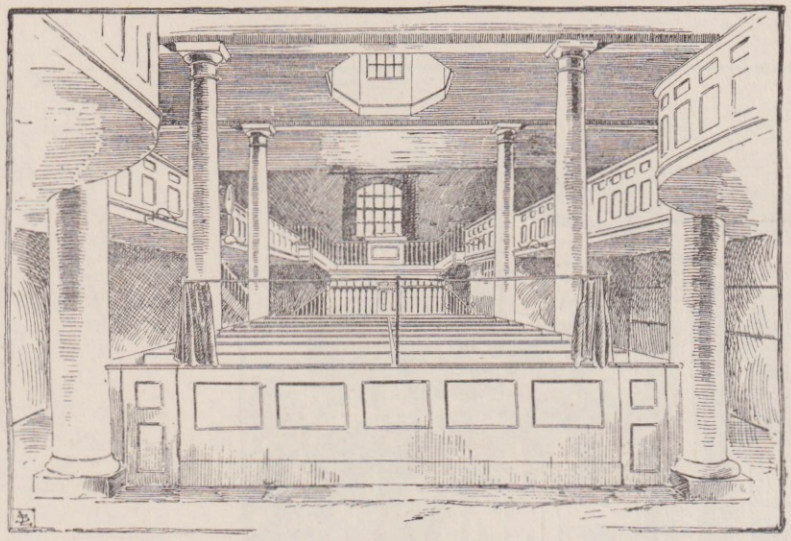
Redland Park, opened in 1861, formed another vigorous centre of religious activity, first under the pastorate of the Rev. U. R. Thomas, and afterwards that of the Rev. A. Furner. Redland Park has particularly identified itself with the needs of Avonmouth, and also interested itself in the Dings district. In memory of a revered minister of Highbury, the David Thomas Memorial Church was erected in 1881. Hope Chapel, at Hotwells, while continuing its work, gave rise to Pembroke Chapel, built in Oakfield Road, in 1871; Stapleton Road Chapel was erected in 1871; Christ Church, Sneyd Park, in 1878; and Russell Town the following year. This does not exhaust the list of centres of Congregational activity. Zion Chapel, Bedminster, has been considerably improved; Avonmouth has been supplied with a new chapel, which took the place of premises of a less permanent character; North of the Downs at Henleaze a convent school was turned into a school chapel in 1903, and three or four years later a fine place of worship built on part of the site, and named after the district in which it is situated. Brislington has a new Congregational church dating from 1901; and four or five years later a new place of worship was provided in West Street, Bedminster. At Fishponds, the Morley Memorial Church, opened in 1890, in place of a small iron one, perpetuates the name of the philanthropist who was formerly member of Parliament for the city—Mr Samuel Morley.



BRUNSWICK; CONGREGATIONAL; 1908.

WESLEY'S SCHOOL, KINGSWOOD.

(The sketch is from an old print. The school is now conducted on the outskirts of Bath. The old premises associated with Wesley's scholastic work have been utilised as a reformatory for lads.)

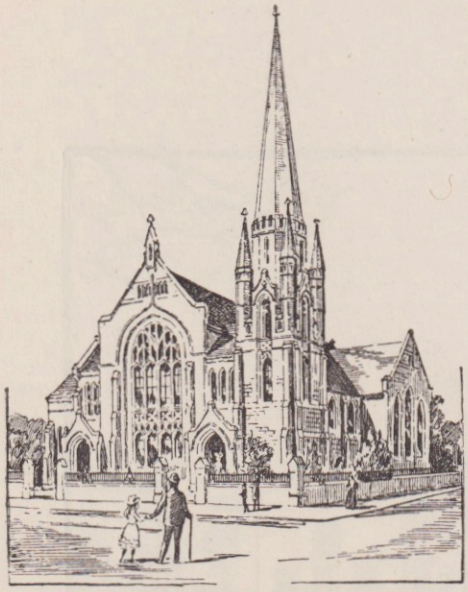


WESLEY'S OLD CHAPEL, BROADMEAD; 1894.

(This was the first Wesleyan chapel built in the world. It is now used by the Welsh Calvinistic Methodists.)

Anvil Street Chapel has for several years been a centre of socio-religious work of considerable importance. The chapel is now part of a fine club for men, lads, and boys, carried on in connection with the Broad Plain Settlement. A reference to it will be found in another section of this volume.

Some of the later steps forward were due to the Congregational Extension Movement, initiated at the close of the nineteenth century.



WESLEY MEMORIAL CHURCH, BRYANT'S HILL.

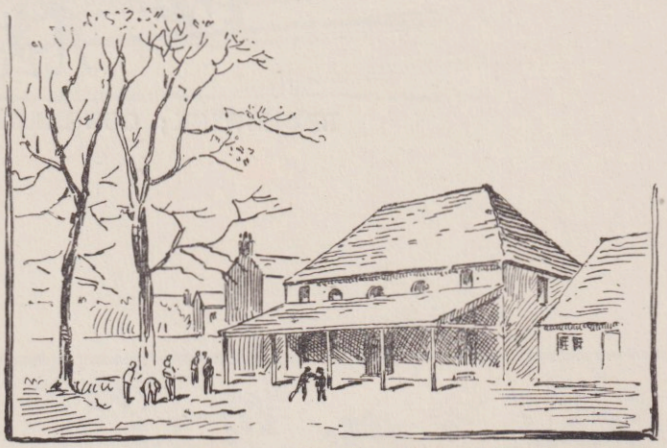
(From the architect's drawing, 1906.)

In a pamphlet explaining and commending that enterprise, Mr G. H. Wicks mentioned a curious fact. Whereas between 1843 and 1878 the Congregationalists built a dozen new chapels, from 1878 to 1899 they erected only two. Bristol had been meanwhile growing immensely, and hence came the determination to organise a further advance. At the end of 1905 the report on the result of this effort showed that upon Avonmouth, Brislington, Bedminster, Henleaze, and New Castle Green close upon £23,000 had been spent, and yet a portion of the programme remained to be carried out. In 1908 it was estimated that, including the outlay on the Western College (referred to elsewhere), twentieth century schemes for the advancement of Congregationalism in Bristol had absorbed nearly £60,000.

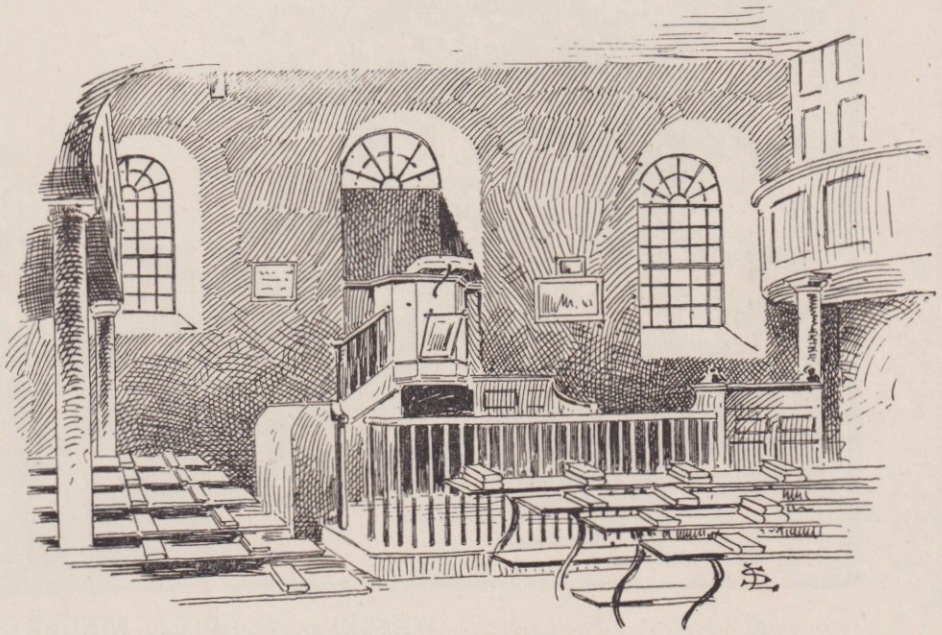
BRISTOL AND METHODISM.

Bristol occupies a unique position in regard to Methodism. The little church in Broadmead, now used by the Welsh Calvinistic Methodists, was the first chapel erected by John Wesley, while at Kingswood is the school which he founded and carried on. The modern Kingswood School is on the heights overlooking Bath, the institution on the outskirts of Bristol being utilised as a reformatory. In Charles Street, St. James's, a house, regarded as the former residence of Charles Wesley, had a tablet fixed to it in 1908 to indicate the fact. Methodism in Bristol has been much strengthened since 1858. Those who have built on the foundations laid by the Wesleys have shown both a readiness and an ability to launch out boldly in new districts.

Instead of nine Wesleyan chapels in the civic limits, the centres of activity are nearly three times as numerous. Fifty years ago the denomination had places of worship at Baptist Mills; Bedminster; Durdham Down; Grenville Place; Langton Street; Old King Street; Old



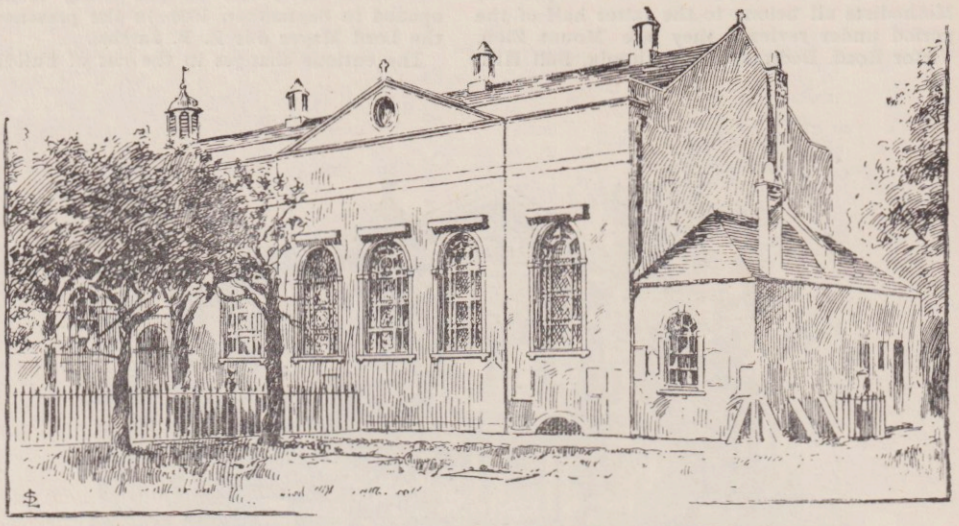
WESLEY'S CHAPEL, KINGSWOOD SCHOOL; 1895.



WESLEY'S CHAPEL, KINGSWOOD SCHOOL; 1895.

(Now part of Kingswood Reformatory.)

Market Street; Portland Street, Kingsdown; and Prince's Street, Bedminster. From this list are missed some of the most prominent Wesleyan places of worship familiar in 1908. Victoria was erected in Whiteladies Road in 1863, and Trinity, a little nearer the Downs, in 1866. The needs of the Cotham district were cared for by a place of worship erected in 1878 in Redland Road. On the night of October 24th, 1896, the Cotham chapel was discovered to be on fire, and the conflagration left it in ruins. This was merely a temporary hindrance, however, a re-building scheme being entered upon as soon as possible. The growth on the northern and north-western side of Bristol was courageously met by fresh building schemes. At Bishopston a school chapel, opened in 1890, was followed by a commodious church four years after. Since then side galleries and a church parlour have been added. At Horfield, this plan which had proved so successful is being followed, and a school chapel, opened in 1899, has prepared the way for further progress. Westbury Park Chapel was opened in 1891, and further from the city, in Westbury village, in 1889, a new Wesleyan chapel was erected on the site of an older one. In the growing township of Avonmouth the Wesleyans provided a chapel which came into use in 1904. At Bushy Park, Totterdown, a Wesleyan chapel was erected in 1875, and when it was found that streets were extending beyond the site of the old race-course, another centre was established.



PORTLAND STREET WESLEYAN; ABOUT 1898.

a school chapel, as part of a fine range of buildings, being, about 1905, provided in the centre of this new population. In Victoria Park, Bedminster, a new chapel was in 1885 built in the vicinity of the old one. Chapels have also been erected or centres established at Fishponds; Downend; Brislington; Easton; St. Philip's Marsh; and Windmill Hill; while the Wesley Hall, in Barrow Lane, was erected in 1889 as the result of the efforts by the large Bible class conducted at Old Market Street by Mr Parsons. Near Durdham Down a mission is carried on in the former "Mount Olive Reform Wesleyan Chapel," purchased, towards the close of the nineteenth century, from the Free Methodists. Stratton Street Mission has been established in connection with the King Street Circuit, and that in Earl Street, St. James's, as an off-shoot of Cotham. The old chapel in Langton Street has become part of the Central Mission, which also carries on work at the Broad Weir Hall, and holds Sunday evening popular services at the People's Palace, Baldwin Street.

VICTORIA; WESLEYAN; ABOUT 1905.

The Primitive Methodists, represented in the 1858 Directory by three places of worship, viz., Orchard Street, Lower Easton, and Zion, New Street, in the 1908 edition have a list of a dozen or more chapels in Bristol. Their names are Ebenezer, Midland Road; Hebron, Barton Hill, built in 1869; Rose Green, St. George, built in 1855; Salem, Church Road, St. George, 1904; Mount Zion, Whitehall Road, 1871; and Essex Street, Bedminster, 1871. Zion, Bedminster Down, was built in 1860, and is now used for the school, a new place of worship having been provided in 1892. The school chapel at Angers Road, Totterdown, dates from 1878, and was supplemented by a church in 1886. Eastville Chapel was erected in 1877; Mina Road Mission founded in 1881; Zion, Fishponds, in 1875; and Mount Tabor, Newfoundland Road, in 1881. Albany, Montpelier, built in 1879, was formerly a Baptist chapel, and, having been closed, was purchased and presented to the Primitive Methodists, who added a school to it.

The Free Methodists, Bible Christians, and Methodist New Connexion were treated separately fifty years ago; now they are one—the United Methodists. Here also it must suffice to name the places of worship found in the Directories of the two periods. First, take those of 1858. The Methodist Free Church places of worship were then at Baptist Mills; Durdham Down; Hebron, Bedminster; Jacob Street; Limekiln Lane; Milk Street; Spring Place, Pylle Hill; Thomas Street; and Trinity Road, Newtown. The Bible Christian chapels were located at Prince's Street, Bedminster; and York Street; and the Methodist New Connexion had a centre in Castle Green, in a building now used as a warehouse. Against this list may be set that for 1908. United Methodists—Milk Street, 1853; Brandon Chapel, 1899; Tyler's Fields, 1854; Hebron, Bedminster, 1854; Stackpool Road, Southville, 1893; Ashton Gate, 1875; Oxford Street, Totterdown, 1875; Redcliff Crescent, 1876; Salem, Bedminster Down, 1892; St. Anne's Park, 1899; John Millard Memorial, The Chessels, Bedminster, 1900; Trinity Road, Newtown, 1855; Salem, Baptist Mills, 1853; Easton Road, 1879; Russell Town, 1869; Eastville, 1872; Redland Grove, 1876; Bishopston, 1865; Bethesda, Redfield, 1869; Fishponds, 1880; Crew's Hole, 1853; Bethel, St. George, 1858; Wesley Memorial, Bryant's Hill, St. George, 1907; and Gladstone Street, Stapleton Road, 1864.

The four Bristol chapels of the Independent Methodists all belong to the latter half of the period under review; they are Mount Zion, Victor Road, Bedminster; Bethesda, Bell Hill, St. George; St. John's Lane, Bedminster; and Bethany, Ashton Gate, Bedminster.

REDLAND GROVE; UNITED METHODIST; 1908.

ACTIVITIES OF VARIOUS DENOMINATIONS.

Severe although the compression hitherto exercised in referring to religious progress in Bristol, there still remain a number of important and interesting aspects.

In 1858 the Presbyterian Church was described in the Directory of that period as meeting temporarily in Broadmead Rooms. Plans for the erection of a new place of worship were then maturing, and the building, opened in 1859 on St. James's Parade, contributed to the transformation of that part of the city. The schools were added at a subsequent date, and the twentieth century was commenced by the denomination extending operations to a newer part of Bristol. In Cranbrook Road, close to the boundary line between Redland and Bishopston, a lecture-hall and classrooms were erected to serve the needs of the second congregation, this being but a prelude to further effort. A site was reserved alongside the earlier buildings for a commodious church, and there the foundation of Trinity Presbyterian Church, the subject of one of the sketches, was laid in December, 1907, the church being formally opened in September, 1908, in the presence of the Lord Mayor (Sir E. B. James).

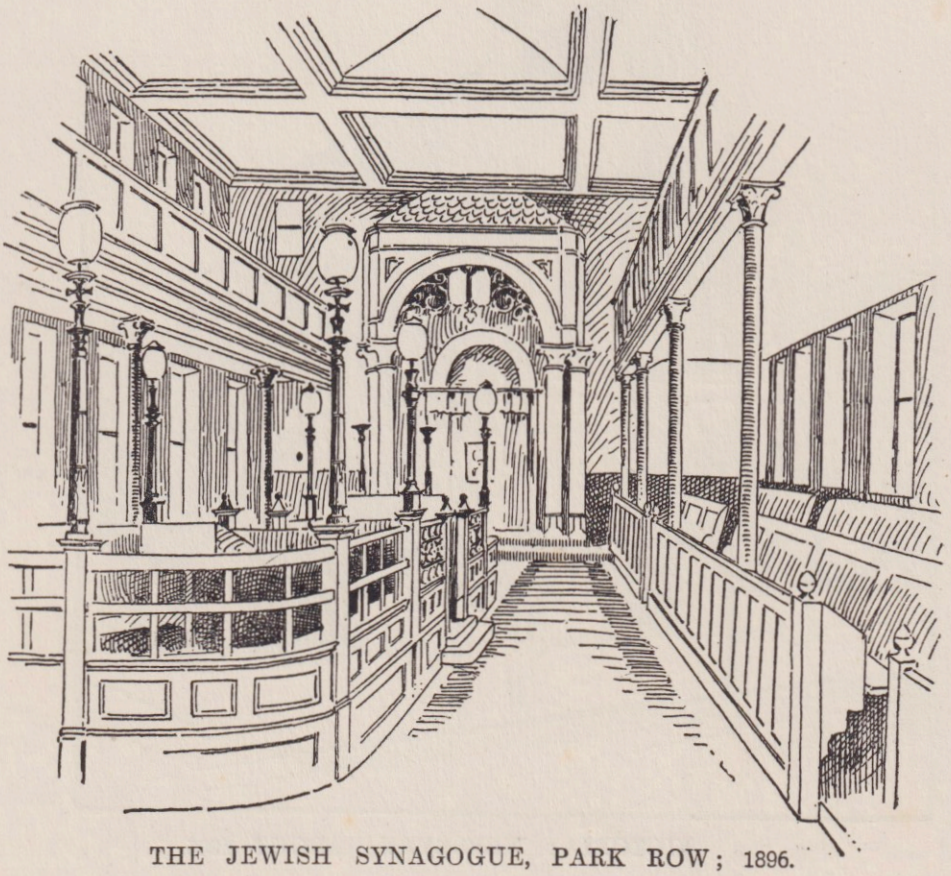
The curious changes in the use of buildings form one of the things that strike a student of Bristol history. The Coopers' Hall, in King Street, became for a time a Baptist chapel. The Weavers' Hall, in Temple Street, was turned into a Jewish synagogue. This was demolished in a street improvement, and the Synagogue, Park Row, built, and opened in 1871. Several places of worship in which congregations were meeting in 1858 have become warehouses. The Swedenborgians succeeded the Roman Catholics in the occupation of premises on St. James's Back more than a century ago. Subsequently the Swedenborgians built an iron church in Terrell Street, and 1908 found them installed in a new building in Cranbrook Road, close to Trinity Presbyterian place of worship, and the church of St. Katharine. The chapel in Terrell Street was sold to the Governors of the Royal Infirmary, who required land in that vicinity.

TRINITY, CRANBROOK ROAD; PRESBYTERIAN; 1908.

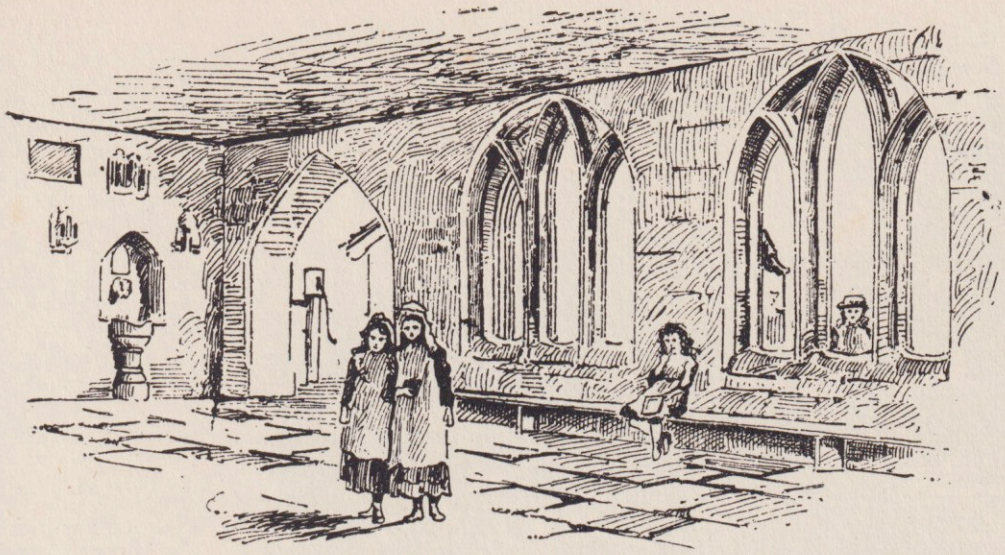
By another singular change the Society of Friends have their meeting-house on ground once part of the Dominican Friary. A more complete contrast than this could scarcely be conceived—the old ecclesiastical order, with its predilection for stately ceremonial and emblematic teaching, has been succeeded by a body conspicuous for the simplicity of their worship and freedom from ritual. A poem, written in his younger days by Mr Joseph Storrs Fry, narrates how the abbot, "still and sad" in his lonely cell, had, in a dream, a premonition

JEWISH SYNAGOGUE; 1896.

(Erected in Park Row in 1871.)



THE JEWISH SYNAGOGUE, PARK ROW; 1896.



CLOISTERS OF FORMER DOMINICAN PRIORY, QUAKERS' FRIARS; 1890.

(In the possession of the Society of Friends.)

of the time when "the fair hall" should be in the hands of

"Men who wholly set at naught
All the Church has ever taught,"

their heresy even extending to allowing "that a woman, too, may preach." The room generally referred to as the dormitory of the Friars' Monastery served for a considerable period as the hall of the Smiths' Company. It is sometimes called the Cutlers' Hall. It was purchased by the Society of Friends when the old Guild came to an end, and the Bakers' Hall, another part of the Friary, was also secured. Many public gatherings have been held in the old rooms, but the Quakers' Friars—(the name itself is a curious combination)—is so hidden away, between Rosemary Street, Merchant Street, and the Broad Weir, that this interesting bit of ancient Bristol is unknown to the majority. The Friends' New Street Mission also has a long and interesting history, although its present form dates from 1866. At the end of the seventeenth century, a period when Bristol was taking the lead in the elucidation of Poor Law problems, the Society of Friends established on this spot an independent workhouse. Its object was in part to find work for unemployed weavers connected with the Society, whose business was then suffering from depression. Room was also found in the building for old people. Rather later, Mr Latimer tells us, a number of boys were admitted and taught to weave "cantaloons," but the manufacture was abandoned in 1721, when the building became devoted exclusively to the aged and impotent. In 1866 another change occurred, and the premises were altered and equipped for mission work. The Society of Friends also carry on adult schools and other work at Barton Hill, and Princess Street, Bedminster, and have centres of religious activity in Hampton Road and Gloucester Road.

The Christian Brethren have considerably extended their work. Among the places of worship demolished in the period under review is Salem Chapel, St. Augustine's Place. Its site is occupied by the offices of the Bristol Gas Company. The Countess of Huntingdon's Connexion gave rise to one allied church in Bristol; it was formed about 1775, and Salem became the place of worship. In 1830 the congregation shifted to new quarters at the foot of Lodge Street, and in 1858 the old chapel was in the use of the Christian Brethren, the Rev. H. Craik and the Rev. George Müller being ministers of that place of worship, and also of Bethesda Chapel, Great George Street. Unity Street Chapel, where Major Tireman was minister, was a third centre belonging to these Brethren. Salem afterwards came into the possession of the Salvation Army, but the Brethren, while ceasing work there, began operations at numerous new centres. Clifton Bethesda, in Alma Road, was built in 1870, and a large skating rink, entered from Stokes Croft, was turned into a place of worship nine years later. At Bedminster, services were being held in Bright Bow School (afterwards a branch public library), and from this effort came the Merrywood Gospel Hall in 1889. The Brethren have also established centres at Belle Vue Road, Totterdown; Gloucester Road, Bishopston; St. Nicholas Road, Newfoundland Road; the Charleton Hall, Lawrence Hill; and Cumberland Hall, Hotwells; all brought into use during the period under review.

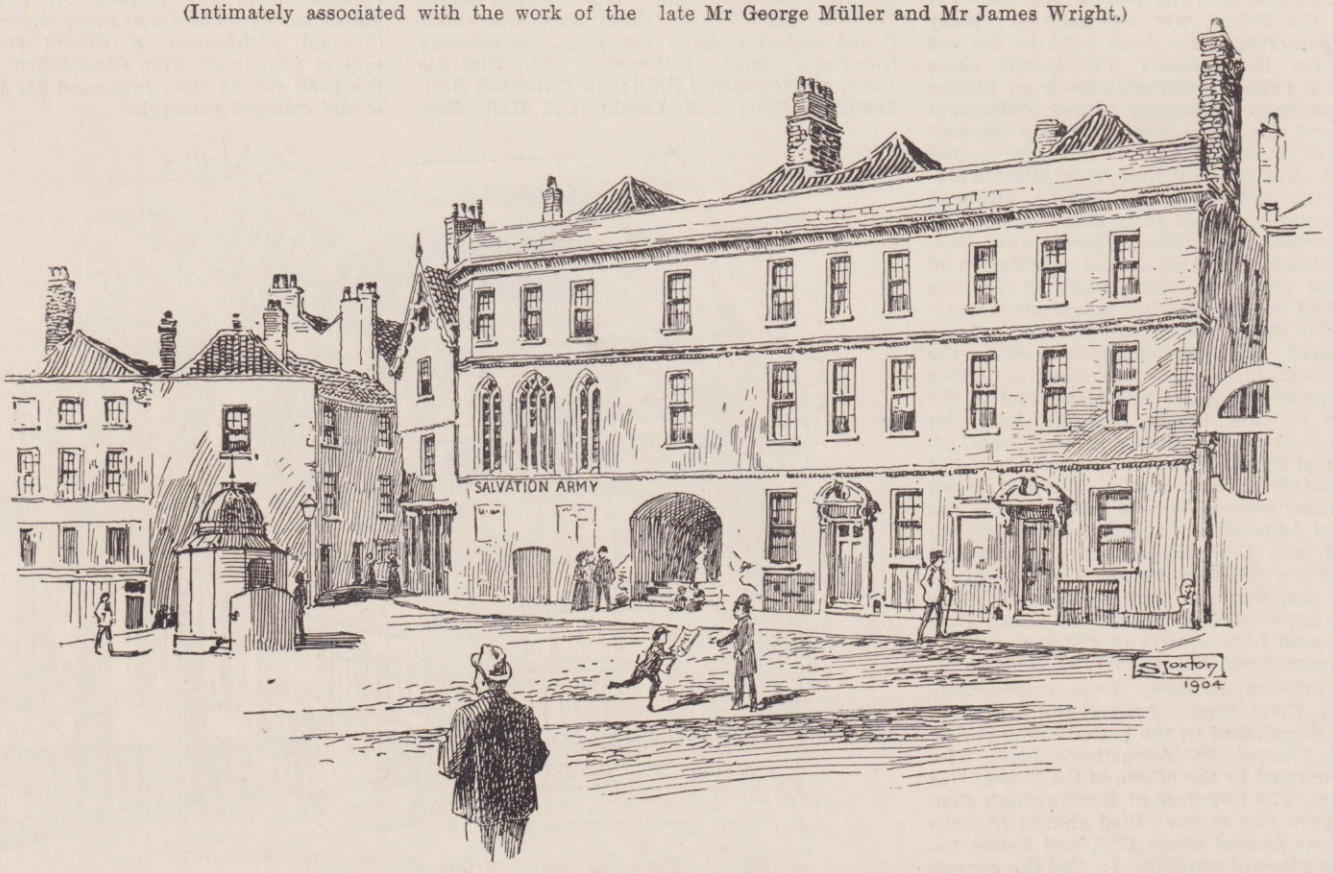
The Plymouth Brethren, who do not appear in the 1858 Directory, hold services at several meeting-places. The one in Grosvenor Road was formerly the Providence Chapel, which fifty years ago was in possession of the Baptists. Among other buildings are those in Hampton Road and Orchard Street.

With Bristol the Moravians have had a long connection, and places of worship were established in the city and in Kingswood a hundred and fifty years ago. In each case the congregation was largely composed of those who had been influenced by the religious movement commenced by John Wesley and Whitefield. The Moravian Chapel in Maudlin Street was erected in 1756, the church being largely composed of those inspired at an earlier date by the preaching of Whitefield, Cennick, and Howell Harris. The original building was a one-storey structure. The level of Maudlin Street was at that time much lower than now, but about 1870 the street was re-formed and the Moravians found themselves with a chapel, the floor of which was much below the roadway. Matters were, however, allowed to go on without great change until 1896, when an important scheme was taken in hand, the result being the present improved chapel. As much as possible of the old building was retained, and the scheme provided the congregation with a large schoolroom on the lower level and a chapel of pleasing appearance above it. In 1907 an important step was taken by the Moravians in Bristol. This was the removal of their Mission College, hitherto carried on in Beaufort Road, to larger premises at 22, Cotham Road. There a large residence, built about 40 years ago, was secured and a new wing added to it. The opening ceremony of this college gave a striking illustration of the respect felt towards the Moravians by members of other churches, for a Colonial archdeacon, a Bristol rector, and several prominent Free Churchmen joined in the good wishes then expressed for the future of the enlarged enterprise.

FRIENDS' SCHOOLROOM, QUAKERS' FRIARS; 1890.

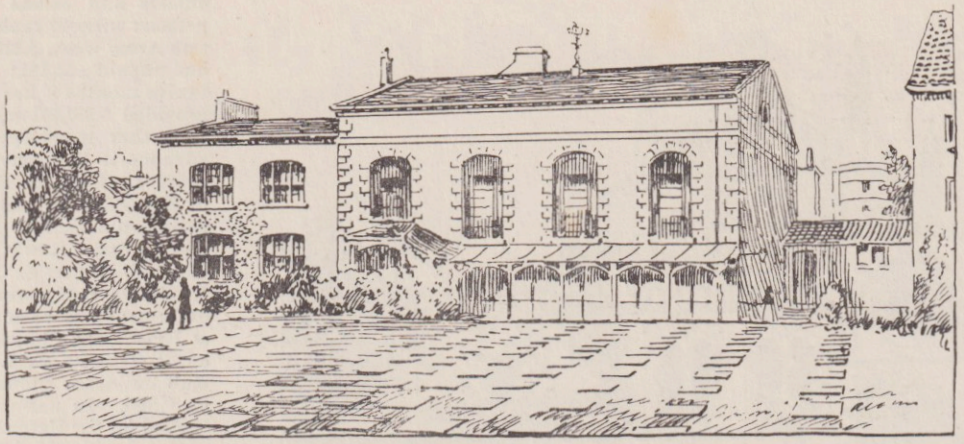
(Once part of the Dominican Friary.)

BETHESDA, GREAT GEORGE STREET; CHRISTIAN BRETHREN; 1908.
(Intimately associated with the work of the late Mr George Müller and Mr James Wright.)



AN OLD BRISTOL CHAPEL, COLSTON STREET; ABOUT 1904.

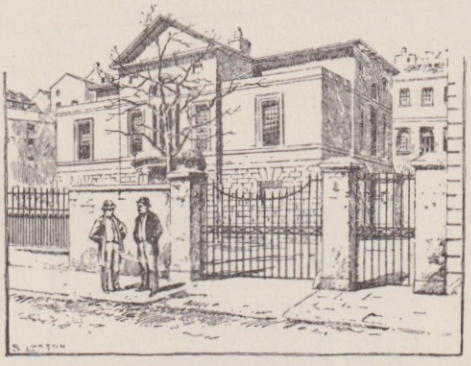
(This place of worship was near the junction of Pipe Lane and St. Augustine's Place, the latter thoroughfare being afterwards merged in Colston Street. The chapel was used by the denomination founded by the Countess of Huntingdon, subsequently by the Christian Brethren, and then by the Salvation Army. With the adjoining houses, it has been demolished to make room for new offices for the Bristol Gas Company. These offices came into use in February, 1907.)



MORAVIAN CHURCH, MAUDLIN STREET.

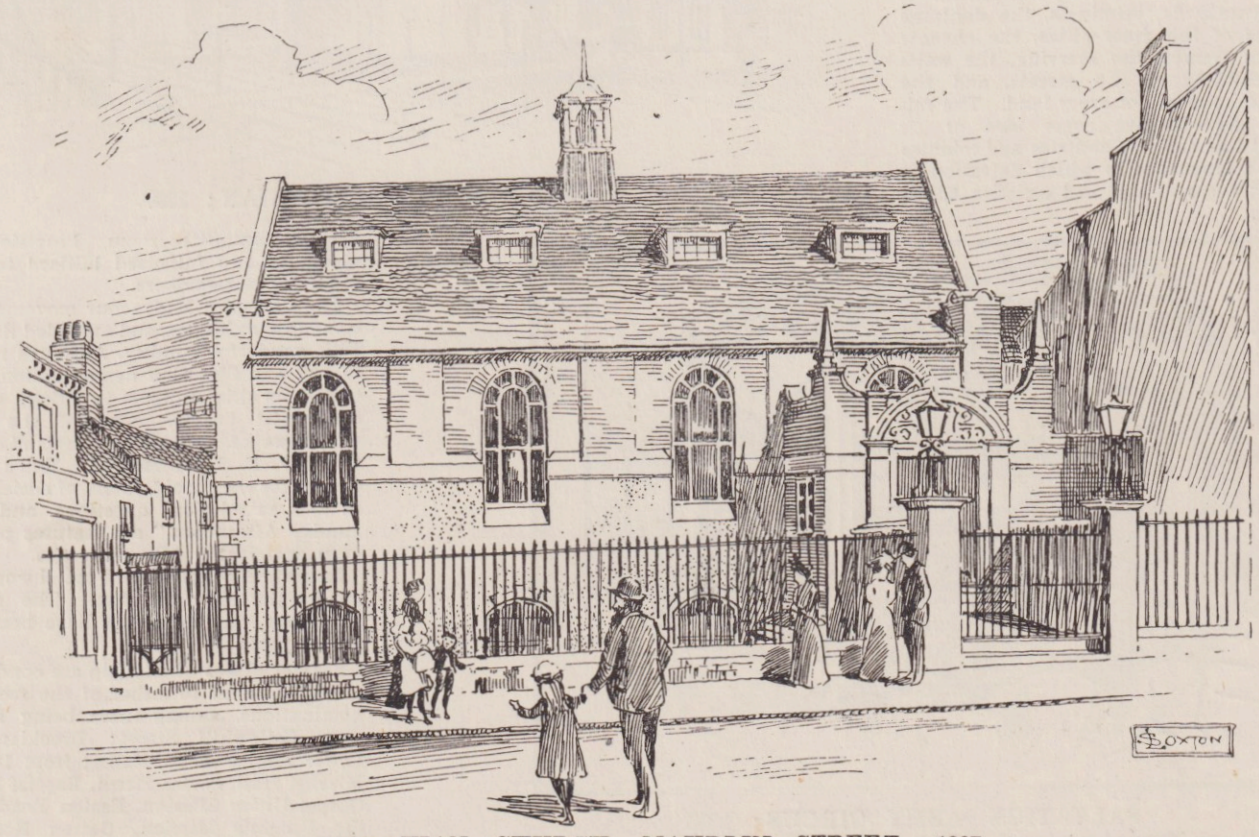
(The view was taken from the burial ground, prior to the erection of the present church.)

The history of the Salvation Army is entirely embraced in the last half-century. In Bristol the commencement was in 1880 in a large wooden structure near the Stokes Croft end of City Road. The locality in earlier days received the name of Backfields, and, the open space, being near the city and convenient of access, became popular with circus proprietors; in the large wooden building this form of entertainment was occasionally varied by boxing encounters. Sayers, Heenan, and Mace, names famous in the pugilistic world, all appeared in its arena. When City Road Chapel was erected in 1861, on a part of the tract of land lying between Stokes Croft and Grosvenor Place, the Rev. C. H. Spurgeon preached the opening sermon, and a tea meeting was afterwards held in the Circus, which was then packed to overflowing. It was in August, 1880, that the Salvation Army secured the old Circus, and on the 21st of that month they opened the structure as a meeting-place, "Captain George" and his wife, "Happy Sally," being the heads of the

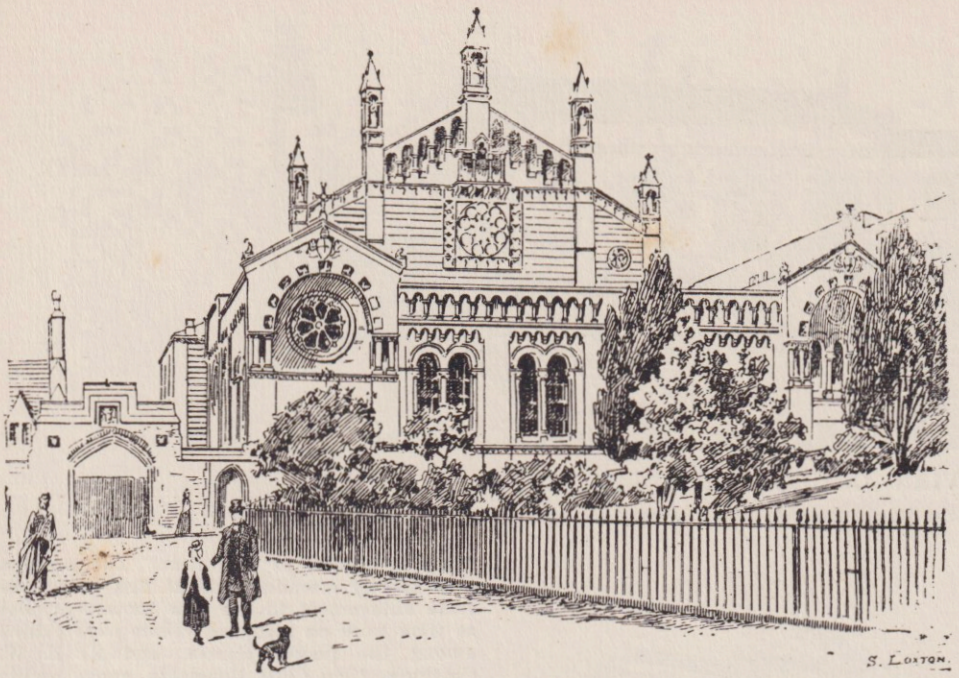


LEWIN'S MEAD; UNITARIAN; 1897.

Army in Bristol at that time. The services were largely attended, and at first there was some antagonism to the new movement, but as time wore on many adherents were gained among the poorer classes, and Mr E. W. Coathupe, then Chief Constable, spoke highly of the beneficial results of the Army's work in the neighbourhood. On Sunday morning, September 1st, 1895, the Circus was discovered to be on fire; it burnt fiercely, and prior to the collapse of the roof an eye-witness described the appearance as that of "a temple of fire." The Citadel, in Ashley Road, was erected to take the place of the destroyed Circus, and opened in December, 1896. Operations are also carried on at numerous other centres scattered widely over the city, besides which there are institutions for special branches of social work. These are the Rescue Home, 89, Ashley Road; Working Men's Hotel, 76, Milk Street; Men's Shelter, Castle Street; Women's Metropole, 14, Dean Street, St. Paul's; Slum Settlement, 35, Philadelphia Street. The Provincial Headquarters



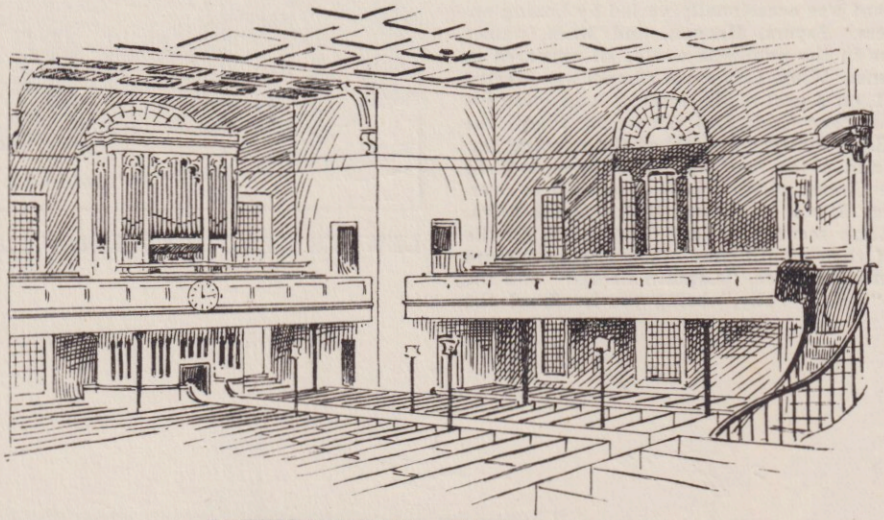
MORAVIAN CHURCH. MAUDLIN STREET; 1907.



THE PRO-CATHEDRAL, CLIFTON; 1891.

for the West of England and Wales are situated at Stokes Croft. In February, 1908, General Booth, on his visit to Bristol, was received by the Lord Mayor, the Sheriff, and an influential gathering at the Council House. The proceedings on that occasion revived memories of the earlier days when the efforts of the Salvation Army provoked in many minds mingled ridicule and suspicion. Persistent effort and proved usefulness have overcome these initial difficulties, and General Booth's journeys in this and other countries have, during the twentieth century, been almost in the nature of triumphal processions. The report of the Bristol reception explained that the Salvation Army embraces in its multifarious operations drunkards, criminals, the denizens of the slums of the great cities, the chronic workless, the tramps, the starving, the waifs and stray children of the streets, and the wretched and homeless of every land. The following few figures give some idea of its operations at that date: "Countries and colonies occupied, 54; languages in which Salvation is preached, 28; corps, circles, and societies, 8,055; officers and cadets (including social), 15,715; persons without rank wholly employed in Salvation Army work, 5,310; local officers (spare time, but unpaid), 51,161; bandsmen, 19,683. During twelve months it has supplied 5,449,004 beds and provided 9,557,241 meals."

Another movement that has made striking advance is that known by the name of Adult Schools. Like the Salvation Army, it may be, in the ordinary sense of the term, regarded as undenominational. Starting on a distinctly religious basis, it was not long before the need of a club as part of the equipment was realised. In the case of several of the schools this requirement has been met. The school meeting at Broadmead Chapel Lecture Room has a club on St. James's Back. At Barton Hill fine new club buildings shown in the sketch have been provided. In January, 1908, an institute was opened for the Hotwells Adult School. The scope of this double-sided work is indicated by the explanation then given of the new building. In the basement of the institute was a room for a punch ball, quoits, or any game of the rough and tumble order, and arrangements were being made for a skittle alley. On the ground floor were a reading-room, refreshment bar, and wash-houses, and also the caretaker's room; on the first floor was the assembly room for the school meetings to be held on Sundays and games during the week. Then there was a draughts and chess room, and on the landing



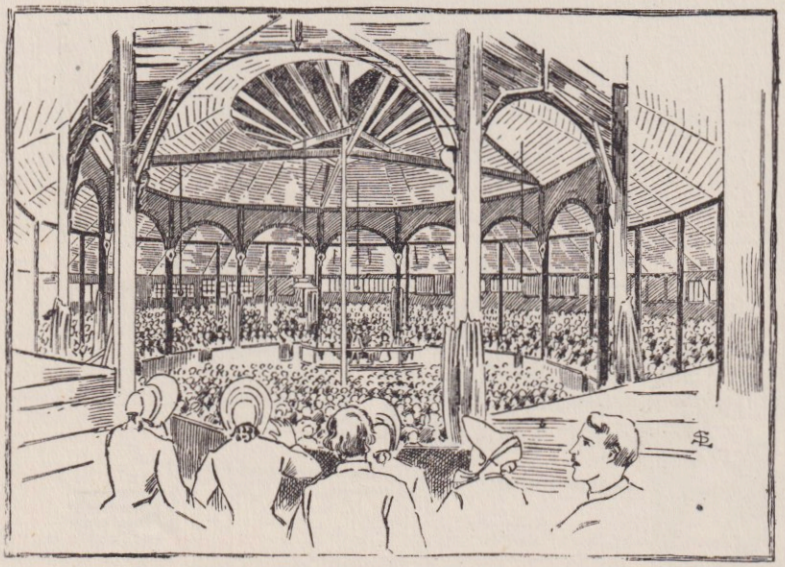
LEWIN'S MEAD; UNITARIAN; 1897.

a small committee room. Provision had been made for two full-sized billiard tables and a room for non-smokers.

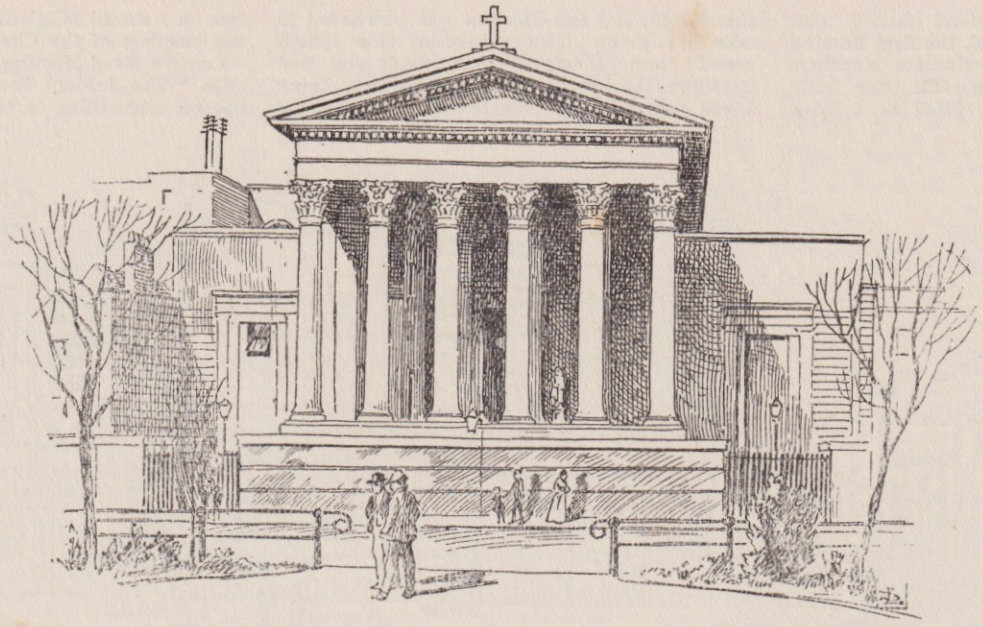
The Christian Endeavour movement has also come into existence, and extended its operations with wonderful rapidity. Although not confined to any one Christian denomination, it has obtained its chief support in Bristol among Nonconformist bodies. One of the Presidents was, however, a Church of England clergyman—the Rev. F. J. Horsefield. Men's discussion classes for the consideration of social, economic, as well as religious questions, and "Pleasant Sunday Afternoons" are features probably not even anticipated fifty years ago.

Important religious and social work is carried on by the City Mission. The centres are numerous, and new ones have been added in recent years.

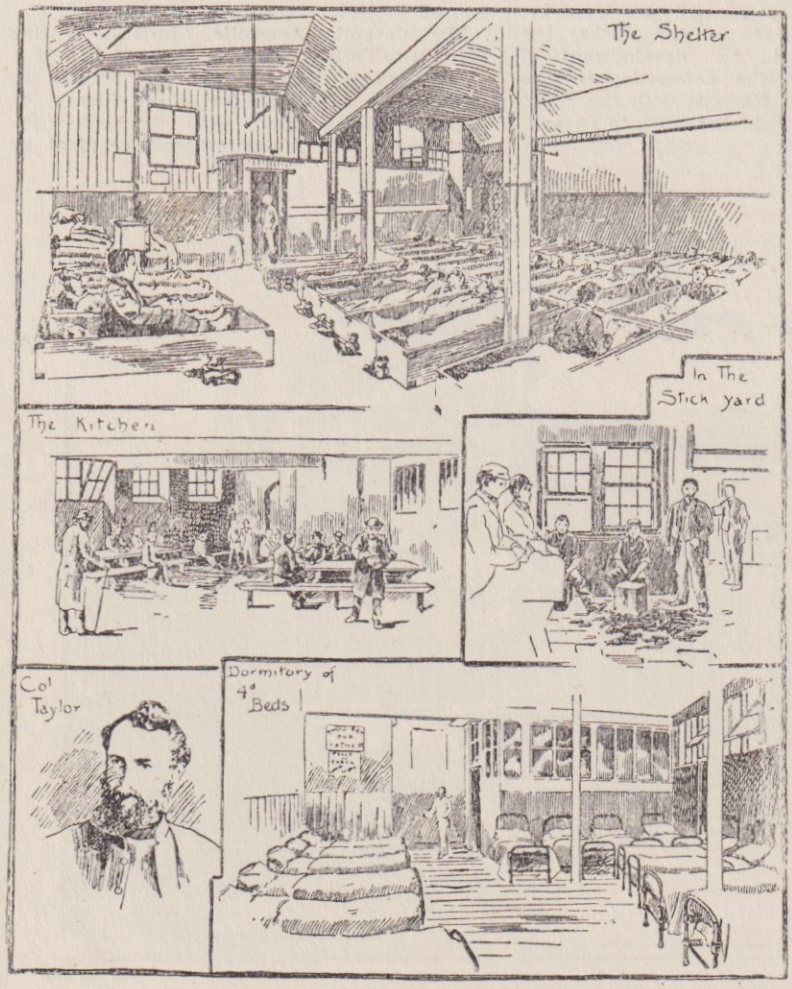
Several places of worship are conducted without attachment to either of the recognised denominations, among them being Bethel Mission, Callowhill Street; Brookland Church, Lower Ashley Road, dating from 1888; Gospel Mission Hall, Sevier Street, Baptist Mills, 1894; Gospel Union Mission, Easton Road, 1895; and the People's Mission, Gatton Road, Baptist Mills.



SALVATION ARMY CIRCUS; 1893.
(It was situated near Stokes Croft, and was destroyed by fire in 1895.)



ST. MARY'S (R.C.), "ON THE QUAY;" 1903.



SALVATION ARMY SOCIAL WORK.

(Sketches made in 1893 at the Men's "Metropole," or shelter, Tower Hill.)

A BRISTOL GIANT.

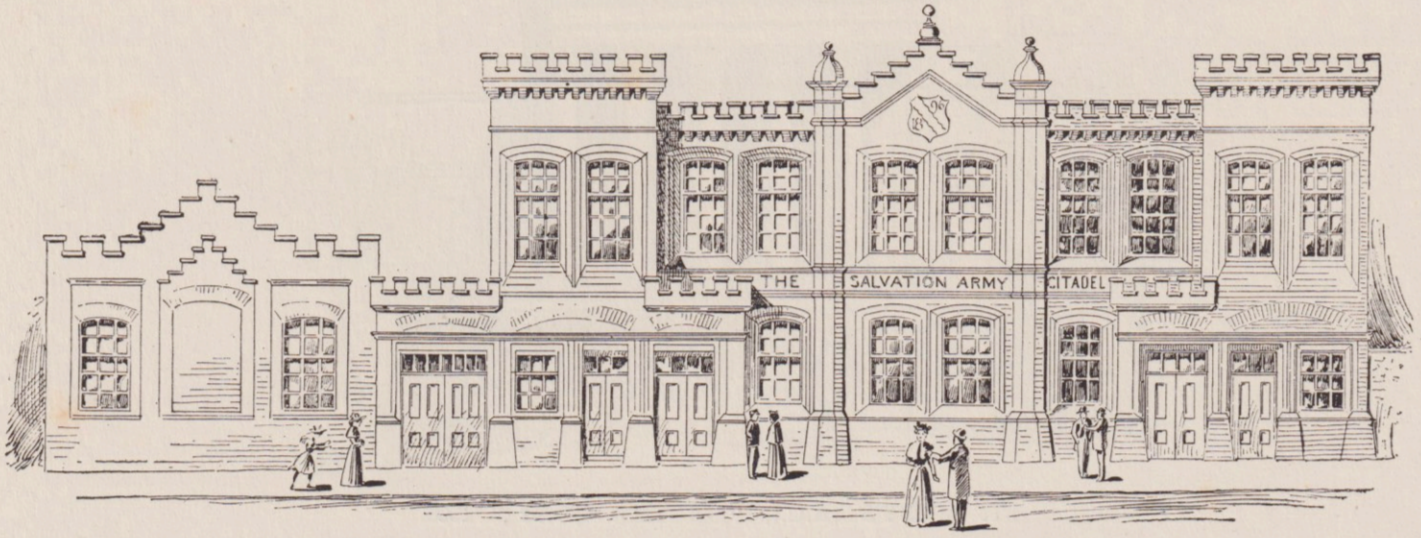
Mr Patrick Cotter O'Brien, popularly known as "The Bristol Giant," was interred in Trenchard Street, a marble tablet to his memory being placed in the lobby of what was then Trenchard Street Catholic Chapel. The inscription describes him as a native of Kinsale, in Ireland, and as being "a man of gigantic stature, exceeding 8 feet 3 inches in height, and proportionately large." He died at Hotwells, on September 8th, 1806, in the 46th year of his age. The sketch is from an old print, and slightly exaggerates his height.

The Bristol Seamen's Friend Society and Bethel Union dates from 1820, the first floating chapel being a somewhat primitive structure known as "The Ark." In 1821 the hulk Aristomenes was purchased, fitted as a place of worship, and moored on the Grove. She accommodated from 800 to 1,000 worshippers, and, the services proving interesting to landsmen as well as sailors, large congregations were attracted. A number of agencies for seamen were carried on, and the increased attention paid to the welfare of the sea-faring class led to the establishment of a Sailors' Home for Bristol. In 1832 the Aristomenes was overhauled and repaired, but, eventually, she was condemned. She was succeeded by H.M. bomb-ship Ætna in 1846, this vessel being also moored near the Grove. The Ætna did good service until 1883, and then she, too, had to be abandoned, and the Gloriosa was purchased to take her place. The voyage of this fourth vessel from Liverpool was made in bad weather; the hawser by which she was being towed parted; those aboard her were dragged through the sea to the tug, and the Gloriosa was left to her fate. She was, however, saved, and taken to the Isle of Man, and, in due course, made her appearance in the Floating Harbour. Mr Simon Short, who, as far back as 1859, became Seamen's Missionary, was prominent in the work carried on in connection with her. For years the ship, moored at Mardyke, was a familiar feature of the docks, but changes incidental to the development of Canons' Marsh and the connection of the northern side of the Harbour with the Great Western Railway brought her work to an end. The Seamen's Institute, in Prince Street, carries on a useful religious and social work under the auspices of the Church of England.

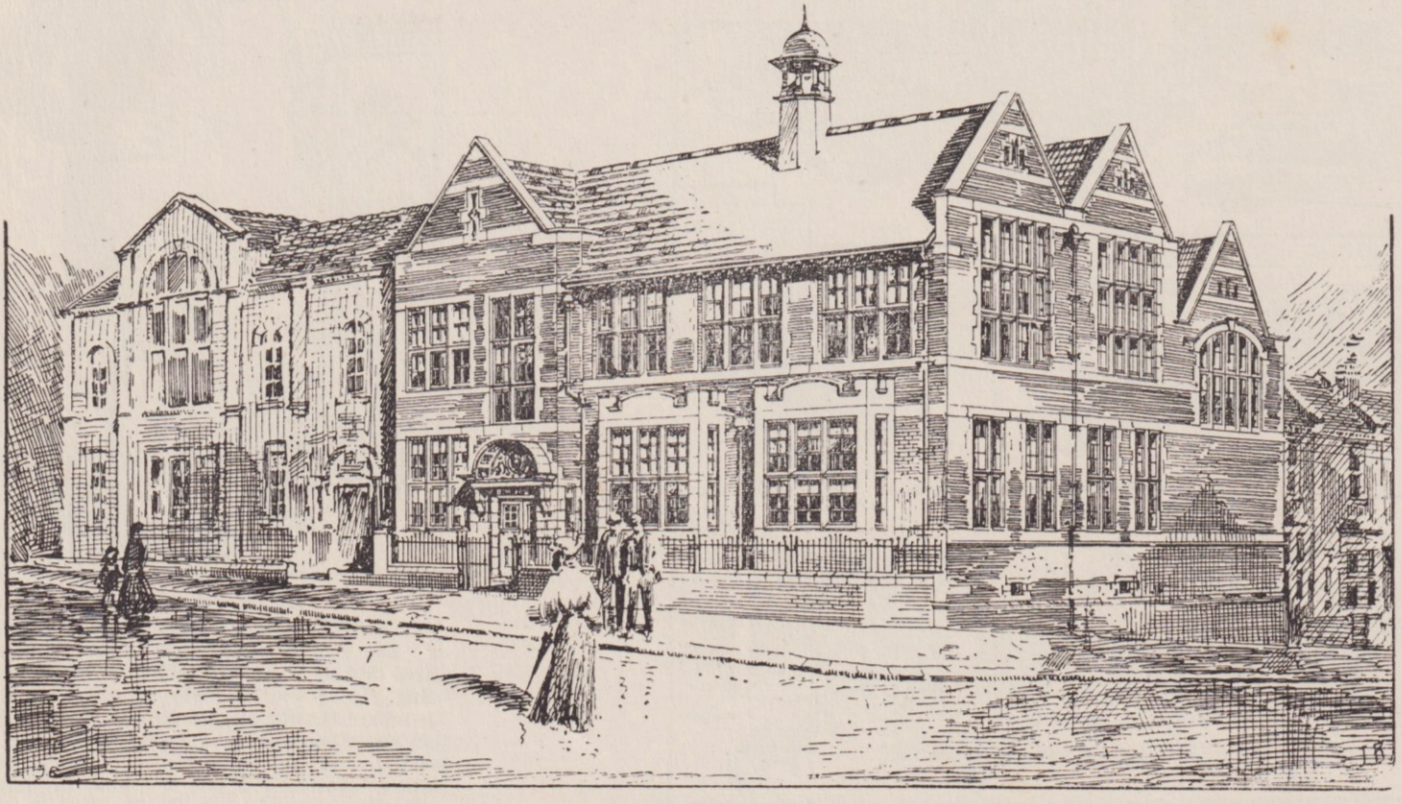
Lewin's Mead Meeting (or, to give it its fuller title, "The Ancient Society of Protestant Dissenters assembling in Lewin's Mead"), in 1858, had as its minister the Rev. William James. In 1866 the Rev. A. N. Blatchford became his assistant, and, ten years later, was appointed minister. This position he still holds. Lewin's Mead Domestic Mission is carried on near St. James's Barton in greatly improved premises, and in Clifton the Oakfield Road Church was erected in 1864.

The Catholic Apostolic Church, fronting University College Road, was opened in 1889.

The Roman Catholics were represented in 1858 by the Pro-Cathedral, Park Place; St. Mary's "on the Quay" (built for another denomination, the Irvingites, and acquired by



SALVATION ARMY CITADEL, ASHLEY ROAD; 1896.

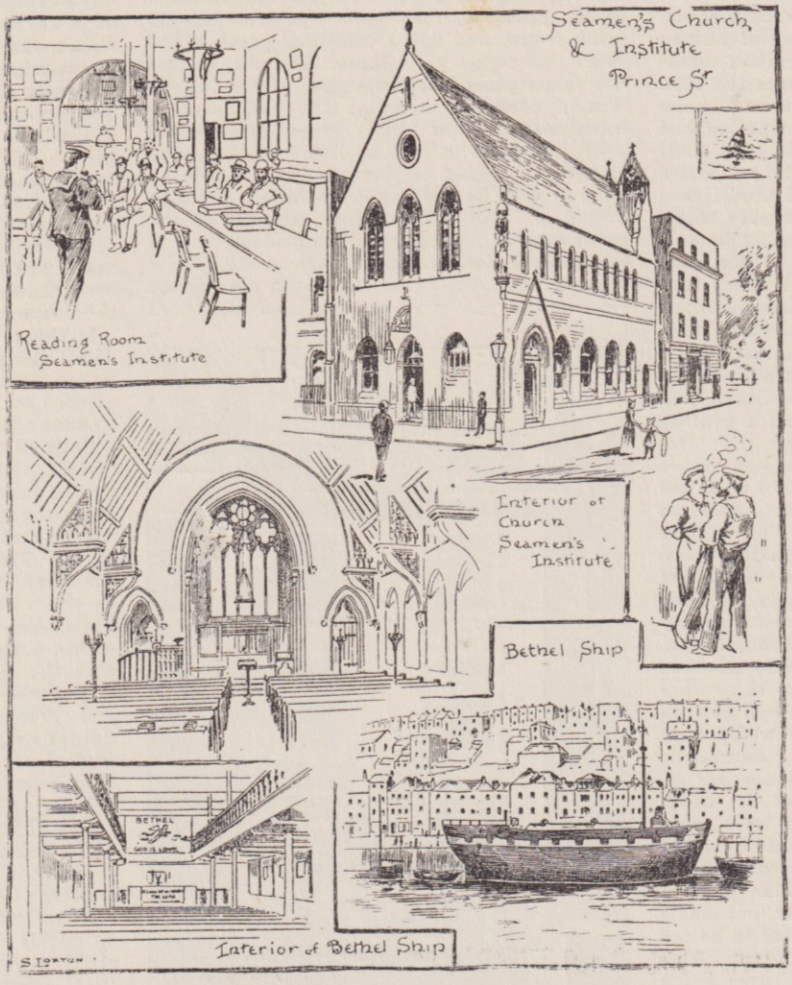


BARTON HILL ADULT SCHOOL CLUB: ERECTED 1907.

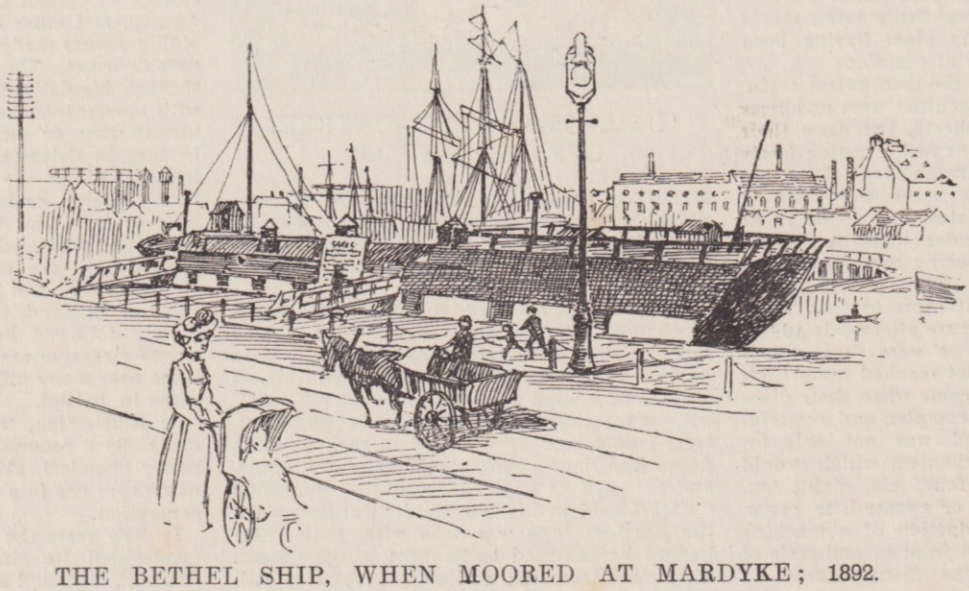
(From the architect's drawing.)

purchase); St. Joseph's, Trenchard Street; St. Nicholas, Pennywell Road; and by several convents. The Pro-Cathedral buildings have been added to, and, during the time of Bishop Clifford, a load of financial responsibility connected with the erection of the church was cleared off. St. Nicholas, Pennywell Road, has had important additions made to it. A new church, the Holy Cross, has been erected in Victoria Street, the work dating from 1872, and the permanent church being dedicated in 1894. At Bishopston, at the top of Egerton Road, the church and monastery of St. Bonaventure's were commenced in 1890, and since that date important stages of the scheme have been carried out. At Shirehampton the church of St. Bernard has been partly built, and a new centre has been established also at Kingswood. St. Joseph's has been, for public worship, superseded by St. Mary's, which is situated close to it.

It may, therefore, be claimed that all along the line advance has been made in the religious work of the city since 1858, and, while in other parts of the country anxiety has been produced by non-attendance at worship revealed by religious census statistics, in Bristol, when an investigation of this kind was undertaken by the 'Western Daily Press' in 1881, the returns showed that the ratio of attendance was comparatively high.



WORK AMONG SAILORS; 1892.

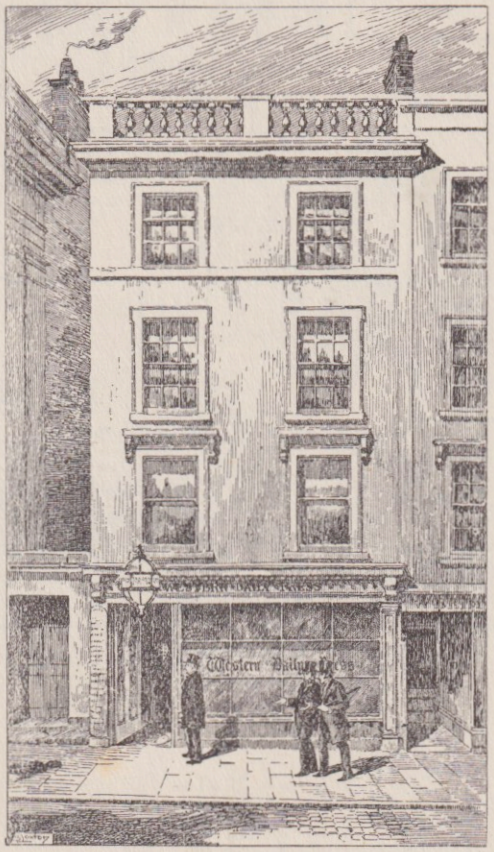


THE BETHEL SHIP, WHEN MOORED AT MARDYKE; 1892.

THE ERA OF DAILY NEWSPAPERS.

The Pulpit and the Press have long been associated in popular phrase, and, after glancing at the more prominent features of the one, a reference may be made to the changes affecting the other. In few departments of human activity have fifty years made a greater difference than in journalism. Until June 1st, 1858, no daily paper was published between London and Penzance; the citizens of that period had not the previous day's news served with their breakfast. Metropolitan journals did not arrive until nearly mid-day, and for local intelligence it was necessary to wait for the weekly sheet. The idea that a daily newspaper could be successfully produced in the Bristol of that time was regarded by some as impracticable. But it was soon proved that the more sanguine view was the right one. If evidence of this be required, it is readily found in contrasting the first number of the 'Western Daily Press,' dated June 1st, 1858, with that published fifty years later. The little sheet of half a century ago was considerably larger than the 'facsimile' of the front page given as one of the illustrations; it is only in the light of what has happened in the interval that its smallness appears so noticeable. Provincial dailies were then a select few. There were only half a dozen of them in the country prior to the Bristol venture, and a whole group of factors rendered the work of the earlier period an entirely different matter from that of the twentieth century. A fiscal system which had taxed windows erected a barrier to enlightenment of another kind by duties upon newspapers as well as upon the then high-priced material on which they were printed. This hindered journalistic development. Neither applied science nor organisation had come to the aid of the newspaper publisher in the way they have since done. Marvellous is the advance made by a succession of stages. One of the accompanying sketches shows the printing machine used in 1858. It was driven by steam power, but single sheets of the size of the journal had to be fed into it one at a time by an attendant. This only resulted in one side of the paper being printed, and the operation had therefore to be repeated. After the sheet was printed it had to be folded, and this operation required as much time as the printing. The machinery used then and since in the office of the 'Western Daily Press' represents seven stages of progress, new printing plant having been installed on that number of occasions.

An important period in the mechanical evolution was that when the machines were no longer supplied with separate sheets, but drew their supply from a huge web, or reel, running freely on a spindle. In this arrangement the pages of type no longer went upon the printing machine; stereotyped plates, cast so as to fit accurately around a cylinder, took their place, and the process of producing newspapers was very much hastened. The twenty-third "Victory" machine built came to the 'Daily Press' office, and others were afterwards added. Ingenious and excellent as were these rotary machines, finality was not reached upon their introduction. The time came when their place was taken by still more complex and powerful appliances. The demand was not only for speed, but also for mechanism which would print a newspaper of four, six, eight, ten, twelve, sixteen, twenty, or twenty-four pages. This required the introduction of a machine served, not from one, but from several reels of paper. The Annand type, manufactured by the Northern Press and Engineering Company, South Shields, made its appearance, and its capacity may be gauged by the specification, which provided that each machine should print, count, and fold a four-page paper at the rate of 800 copies per minute. The change that has taken place has always been in the direction of increased speed. The first machine introduced into the 'Daily Press' office would print only 1,500 to 2,000 an hour—the intention at the time being to increase this to 4,000 an hour as soon as additional machinery could be provided. This very modest estimate of the requirements proved quite inadequate, and at the present time the machinery in the 'Daily Press' office will—by contract with the makers—print 2,000 four-page newspapers a minute, or



'DAILY PRESS' BROAD STREET OFFICES; 1858—1885.

120,000 an hour. Visitors who have watched these wonderful examples of mechanical ingenuity in operation have been impressed by the rapidity, the accuracy, and the completeness of the whole process.

The printing, however, is but one of a series of changes affecting every department. Much more recently than 1858 all type-setting had to be done by hand. The compositor, standing, or sitting on a high stool, in front of a "case" with many little compartments containing letters, points, and spaces, had to pick up with finger and thumb each single letter and space, and put it in its proper place in the composing "stick" held in his left hand. Further, when the hand-set type was done with, each letter had to be returned to its own compartment. This very laborious and slow process is still necessary for some classes of work, but another wonderful machine has transformed this part of newspaper production also. Sitting in front of a keyboard like that of an enlarged typewriter, the operator of 1908 rapidly transforms manuscript into its metallic equivalent. He depresses the keys, occasionally touches a lever, and the machine does the rest, giving him not individual letters, but each line cast in one piece. The long double row of Linotype machines on the top floor of the Baldwin Street office enables a mass of matter to be prepared for stereotyping and printing in a small part of the time previously required, and the human agent has a convenient electric motor to perform the mechanical part of the operation, and thus save muscular exertion.

If the present purpose were to describe in detail the production of a modern daily newspaper, many other features would have to be alluded to; the intention is, however, rather to present a few of the contrasts between the conditions of fifty years ago and now. A reader in 1908, as he scans the newspaper propped up on the breakfast table, feels no surprise as he reads the account of fighting, on the previous day, in a remote district of India, or of a speech by the President of the United States to an American audience. Whatever the news may be—from Berlin, St. Petersburg, Vienna, or Paris, &c.—it reaches the reader in Bristol within a few hours, and he is too familiarised with the fact to be impressed by it. In 1858 it was necessary to wait until a mail packet had crossed the Atlantic and brought the tidings by post, before Bristolians could be informed of "history in the making." So also with many other distant parts of the world. Submarine telegraphy was then an anticipation rather than an actuality; the first successful cable beneath the Atlantic had yet to be laid; while land telegraphs were still reserved for matters of extreme importance, and the supply of intelligence through this channel was comparatively limited. Organisation has in a striking way utilised the developments of electrical science. It has been stated that the Press Association (which is a combination of newspaper proprietors), has twelve hundred correspondents in this and other countries. Reuter's Agency, the Central News, the Exchange Telegraph Company, the London News Agency, and other organisations, assist in providing agents ready to flash the tidings of any notable event. The Bristolian to-day, therefore, through his daily paper, is kept in close touch with movements that affect the destinies of the human race or awake its temporary interest, be they in Calcutta or Cabul; Pekin or Yokohama; Chicago, or at the Cape; Australia or New Zealand, or in other parts of the world, near or far. The twentieth century has seen the long distance telephone competing with the telegraph in the conveyance of news. From county cricket and football grounds, in various parts of England, the progress of the game is closely followed by qualified representatives whose messages are transmitted by the human voice over many miles of wire to the newspaper office in Bristol.

In illustration, too, great strides have been made. By a process, partly photographical and partly chemical, sketches can be prepared for newspaper use in a way unknown to an earlier generation.

In fifty years the 'Western Daily Press' has quadrupled its size; occasionally, when the crush of news and advertisements is more than

The Western Daily Press.

No. 1. BRISTOL, TUESDAY, JUNE 1, 1858. PRICE ONE PENNY.

Business Cards.

JOHN ROBERTS,
ARTIST AND PICTURE DEALER,
CARVER, GILDER, & PICTURE FRAME MAKER,
2, BOND STREET, ST. JAMES'S, BRISTOL.
PAINTINGS CLEANED, LINED, AND RESTORED.
OLD FRAMES RE-GILT.

MASONS' ARMS TAVERN,
MONTAGUE STREET.
J. DAVIS,
LICENSED BREWER,
PEER SUPPLIED IN SMALL CASKS.
IMPORTER OF CORK WHISKY.

JAMES CHAPMAN DANIEL,
ESTATE AND HOUSE AGENT,
AGENT TO THE WESTMINSTER INSURANCE OFFICE,
(FOUNDED 1717.)
2, ALFRED PLACE, KINGSDOWN, BRISTOL.

JOHN HAYWARD,
LETTER-PRESS AND COPPER-PLATE PRINTER,
BOOKSELLER & STATIONER,
ESTABLISHED 1840.
REMOVED FROM ALL SAINTS' LANE,
EXCHANGE, 1858, TO
1, CORN STREET, TOP OF HIGH STREET.
Newspapers, Monthly and Quarterly Magazines regularly supplied.
Printing and Bookbinding neatly executed.

Amusements.

BRISTOL ACADEMY FOR THE PROMOTION OF THE FINE ARTS.

NOW OPEN, the TWELFTH EXHIBITION OF PAINTINGS, In Oil and Water Colours, by
LIVING ARTISTS.
W. M. BAILLIE, Hon. Sec.
Admission, 1s.; Season Tickets, 2s 6d.
Open from Ten till Six.

Subscribers' Names to the ART UNION, in connection with the Exhibition, are received by Mr EARLE, the Secretary, at the Academy; at the Library, the Mall, Clifton; Mr SAUNDERS, 10, Park Street; Mr JOHN FISHER, 12, Clare Street; and Mr Jefferson, College Green.
THOS. TOMKINS WALTON, Hon. Sec.

IMPORTANT NOTICE.

MR WM. ALLSOP, Artist and Proprietor of the extensive Collection of WAX WORK FIGURES, SCULPTURE, grand COSMORAMIC VIEWS, &c., which is open Daily from 10 a.m. until 10 p.m., opposite the DRILL SHED, Bristol, respectfully announces that the Public will be admitted at SIXPENCE each, instead of a Shilling, *during the Day*, the same as in the Evening, until further notice. Children under ten years of age admitted at THREEPENCE each. The Exhibition is enlivened by a splendid Quadrille Band.

It is an acknowledged and undeniable fact that Mr Allsop's Exhibition has given the greatest satisfaction of any Entertainment that has ever visited Bristol.

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Catalogues 1d each.

Addresses.

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THE Subscriber has FOR SALE some Tons of Prime Edinburgh, Belfast, and other MIDDLES, Green and Dry, 45 weights, from 50s to 65s per Cwt. The attention of Country Bloaghmen is solicited.
HENRY STEVENS,
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CROSS COMBE, POLES.

THE cheapest place for Brass-covered CORNICE POLES, POLE ENDS, and RINGS is BROMHEAD'S & SONS, Furnishing Ironmongery Warehouse, 6, North Street, Bristol.

6ft. length, 3in. pole,	1 doz. rings and ends complete	6s.	
6ft. do.	3in. do.	do.	8s 10d.
5ft. do.	2½in. do.	do.	8s 3d.
4ft. do.	2½in. do.	do.	10s 3d.
4ft. do.	2in. do.	do.	9s 6d.
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Other sizes charged in proportion.
An immense assortment of Pole ends and Cornice bands to select from.

PIANO-FORTES, by COLLARD and COLLARD, and BROADWOOD & SONS, at their Factory, London, and Establishment, 26, Baker Street, Portman Square.

HARMONIUMS, for the School-Room, Six Guineas each. NEW PATENT HARMONIUMS, for the Drawing-Room, beautifully toned with Bells and other important improvements.

Terms equally or more advantageous than the London House.

Warranted COTTAGE PIANO-FORTES, of full compass, Twenty-five Guineas each.

☞ ADDRESS—
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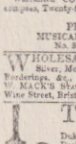
WHOLESALE and Retail Buyers of Gold, Silver, Morocco, and other Fancy Papers, Gold Bordetings, &c., will find a large Stock on Sale at MACK'S STATIONERY and FANCY WAREHOUSE, 52, Wine Street, Bristol.



THE BRISTOL & WEST OF ENGLAND CRICKETING AND ARCHERY DEPOT.
Duke's, Celebrity, Caldecourt's, Howard's, Dark's, Thompson's, Page's, Chipshaw's, &c. Cricket Bats, Wickets, Gloves, Pads, Leg Guards, &c. Youths' Cricket Bats, from 9d; Balls from 4½d; Wickets complete, 1s 6d; Gloves, Finger Tips, Arm Guards, &c. Youths' Bows from 5d; Arrows from 1d. Camp Stools in great variety. ☞ Prince's Patent Canvisted Buffalo. Price from 12s 6d. Work Boxes, Desks, Dressing Cases, Tea Caddies, Cutlery, Hops, and Fancy Goods in general, at D. F. BELFIELD'S, 62, Wine Street, Bristol.

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DIMOLINE has secured to himself a rare and beautiful specimen of the Two TAKUBACCATA, which, having had made into a PIANO-FORTE, he begs to invite his Friends and the Public to view the same. He has also a few Wood Instruments on Sale.
BRISTOL MANUFACTORY, DENMARK STREET.

JET BRACELETS.

NOW ON SALE, at MACK'S, 52, WINE STREET, Bristol, an immense Stock of JET BRACELETS, recently received direct from the Manufacturers. Prices lower than ever!
Jet, Imitation-Jet, Pearl, Cameo, Ivory, and other BROOCHES always in Stock.
WHOLESALE AND RETAIL.

LADIES, save your Dresses and Carpets, by using SWORN and WESTON'S PATENT ADHESIVE COMPOSITION, for Cleaning your Stone Staircases, Entrance Halls, Steps, and Hearths. This newly-invented article will be found to supersede either hearth-stone or pipe-clay, from its brilliant white it produces, from its extreme cheapness, its perfect adhesiveness and free from all smell.

Sold, with full directions for use, by all grocers, oilmen, and brushmakers. Manufactory, Thrust-Works, Edward Street, Vauxhall Bridge Road.

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WALSH AND COMPANY,
24 & 25, HIGH STREET.

Having made extensive Alterations in their premises, which are now open to the Public, beg to call the attention of their Friends to their extensive SPRING STOCK of

DRESS COATS,
FROCK COATS,
KENCH JACKETS,
BYDENHAM JACKETS,
WELLINGTON VESTS,
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TROUSERS,
Of the Newest and most Fashionable Design, both in Material and Cut.
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All Goods Marked in Plain Figures.
N.B.—24 & 25, HIGH STREET.

MRS FAULDER, 7, North Street, delivers the "DAILY PRESS" to surrounding Districts by 8 a.m., for 6d per Week.

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IN returning Thanks to the Inhabitants of Bristol, Clifton, and neighbourhood for the very liberal patronage and recommendation bestowed on him before and since his commencement at the above address, begs to assure them that a continuation of personal attendance, combined with the furnishing of First-class DRUGS, CHEMICALS, &c., and on an average cheaper by 25 per cent than any house in this city, warrants him in feeling assured of that support and recommendation already so highly appreciated.

An immense assortment of FANCY GOODS, comprising Hair, Nail, Tooth, Shaving, and other Brushes, Combs, &c.

500,000 Wax or Vesta Matches, from 9d per thousand. Lamp Lights, 3s 6d per pound.

200 descriptions of Lozenges and Drops, only first class. Needfire Lemonade, Ginger Beer, and Soda Powders, 10d per Box, or 18 for 1s.

Established Lemon Kali, 1s 6d per pound.

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☞ Hodder's "Queen's Own Perfume"—the most celebrated article of the day—from 1s 6d per Bottle.

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MR BENGER, 4, Broad Street, Bristol, begs to inform the Public that he has made the necessary arrangements for delivering this Paper by Breakfast Time in all parts of Bristol, Clifton, and district,

AT SIXPENCE PER WEEK.

Mr BENGER will forward Three Copies of the "DAILY PRESS" by any Post, for Two Shillings per Week. Cash in Advance.

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R. D. CHARLES,
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INVITES the attention of Gentlemen requiring a good fitting Trousers to the following Testimonial, selected from many others :—

"Horfield Barracks, May 17, 1858.

"SIR,—I have received the Trousers you made me, and have much pleasure in saying that they fit very well indeed in the Trousers, particularly, are exceedingly neat, and fit beautifully, the same as greatly admired by my brother officers.

"I am, Sir, yours truly,
"A. MACDONALD, M.T."

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HAIR CUTTING ROOMS,
2, BROAD STREET, BRISTOL.

HARRIET KATES, Widow of the late F. Kates, begs to return her most grateful thanks to the Nobility, Gentry, Clergy, and the Public of Bristol, Clifton, and the neighbourhood, for the kind patronage bestowed on her late husband for upwards of Twenty years, and hopes by strict attention to merit a share of the same, and to respectfully solicit a continuance of the same, begs to state that EFFICIENT HANDS ONLY, will be employed in the Haircutting and Dressing Department.

Every description of CUNAMENTAL HAIR, manufactured on the premises, on the most approved principles, at moderate Charges.

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☞ Invalid Gentlemen Waited On, by the Quarter.

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Opposite the WHITE LION, and Two Doors from the Council House.

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51, 52, AND 53, BROAD MEAD.

R. F. J. in returning thanks to his Friends for their kind support, begs to inform them he has taken those extensive Premises, formerly Scott's Auction Room, and he is now in a position to execute the whole Furnishing Department.

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Strong Bedsteads, 6ft	.. .. ..	6s 6d each.
French Ditto	.. .. ..	15s ,,
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Children's Cribs	.. .. ..	15s ,,

J. F. BROMHEAD,
FURNISHING & GENERAL MANUFACTURING IRONMONGER AND CUTLER.

TO PURCHASERS OF IRON BEDSTEADS.

R. MAGGS AND CO., 15, St. Augustine's Parade, Bristol, solicit an inspection of their stock of the above articles, which for variety, quality, and extent is equal to any in the kingdom. Prices from 6s 6d upwards.

☞ BEDDING MANUFACTURERS & FURNIFIERS.

Manufacturers of the Improved German Spring Mattress without Frames.

15, ST. AUGUSTINE'S PARADE, BRISTOL.

NO CHARGE for STAMPING INITIALS, &c., on NOTE PAPER.—Black Bordered Note Paper, five quires for 1s., thick ditto, 1s 6d; 100 Black Bordered Envelopes for 1s; good Cream Laid Note, five quires, 1s; thick ditto, 1s 6d; Commercial and good Envelopes from 6d per 100. Engraving, Printing, and Bookbinding in all their branches.

STEREOSCOPIC VIEWS of Woodland Scenery; Dovedale, North Wales, Killarney, Tintern Abbey, Bristol. Also a variety of Coloured Groups. STEREOSCOPES, from 1s 6d each. Frith's Stereoscopic Views in the Holy Land, on Sale or Hire.

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8 AND 9 BROAD STREET, BRISTOL.

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T. A. COATE cautions the Public against spurious imitations of this elegant Perfume, which has been so successfully prepared by him, and protected by consecutive Patents, for its fragrant and lasting Perfume ever made. Price 3s, 5s, and 8s per Bottle. The Pomade 1s 6d.

MAY BE HAD ONLY BY
T. ACHAM COATE, CHEMIST,
19, CLARE STREET, BRISTOL,
Importer of JEAN MARIA FARINA'S COLOGNE, PATSEN ESSENCES and PASTES.

Farina's Cologne, 1s 6d per pint and 4 Bottles.

T. A. COATE will forward six 8s 6d Bottles of his assorted Perfumes, namely, Frangipanni, University Bouquet, Lavender, Flowers of the Grove, Rocket Club, and Lilly of the Valley, free of carriage, to any part of the country, on receipt of a Post-office order for One Guinea.

A List of Select Perfumes sent post free on application.

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J. KNLAND,
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HAS always on Sale a well-assorted Stock of DR. HOMŒOPATHIC MEDICINES and TINCTURES, of the purest quality.

Single Tubes of each Kind, price 6d and 9d each.

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CHEMISTS TO HER MAJESTY.
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7	The like	No. 15, Triangle ..	— Wilkes ..	8 0 0
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11	The like	No. 35, Triangle ..	.. ..	7 0 0
12	The like	No. 34, Triangle ..	.. ..	8 0 0
13	The like	No. 33, Triangle ..	.. ..	8 0 0
14	The like	No. 36, Triangle ..	— Parish ..	8 0 0
15	The like, with Two Dwelling Houses and Shops erected thereon	Nos. 37 and 38, Triangle	— Hopkins — Blanchet	9 0 0
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17	The like	No. 40, Triangle ..	— Bevet ..	4 10 0
18	The like	No. 1, Redcliff Street ..	— Lord ..	5 0 0
19	The like	No. 63, Redcliff Street ..	— Phippen & Wood ..	5 0 0
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21	The like, with Dwelling-house erected thereon	No. 15, Phippen Street ..	.. ..	5 0 0
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28	The like, with a Dwelling house and Shop erected thereon	No. 6, Melbourne Buildings	— Mitchell ..	2 10 0
29	The like with Two Dwelling houses and Shops erected thereon	Nos. 10 and 11, Melbourne Buildings	— Cople.. ..	2 0 0
30	The like, with a Dwelling-house and Shop erected thereon	No. 61, Hotwell Road ..	— King	2 0 0

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BRASS FOUNDER, GAS FITTER, AND BELL HANGER,

EMBRACES this opportunity of thanking his Friends and the Public for the high patronage received for so many years at Bence's Alley, and to assure them that it shall be a constant study to merit a continuance of their favours.
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FOR SALE.—FOUR handsome Double pulpit CANDELABRAS,
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ANY SIZE!!!
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SUITS, from 10s to 63s.
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INCORPORATED BY ACT OF PARLIAMENT.
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THIS ASSOCIATION is established in accordance with the recommendations of the Select Committee of the House of Commons, and by the peculiar plan of appropriating the Profits, *Life Assurance Policies become payable during the lifetime of the Assured without extra premium.*

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300	3 0 0	2 0 0
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Parties desirous of Investing Money are requested to examine the plan of the Bank of Deposit. The Interest on Deposits is now 3 per cent. per ☞ annum. An official voucher, signed by two directors, is given for each sum deposited.

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SPIRIT DR

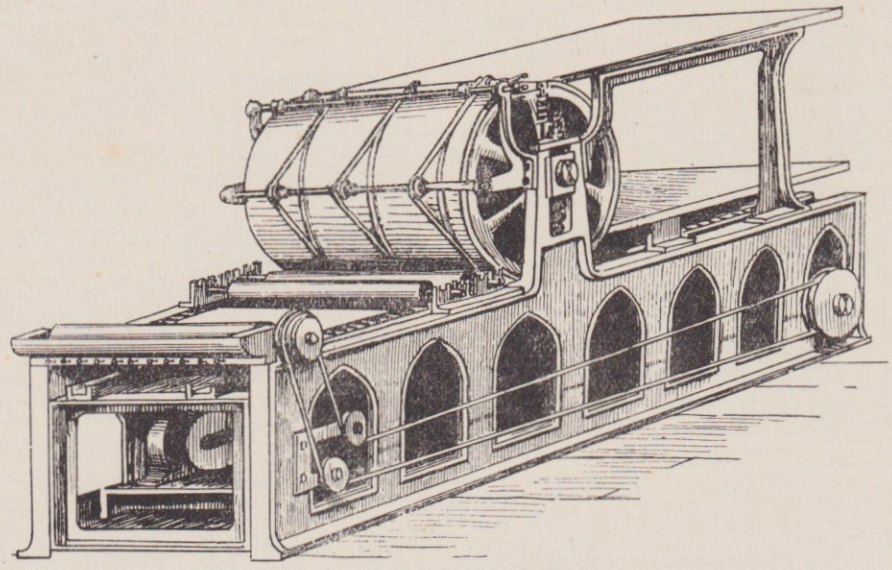
usually severe, it exceeds five times its original dimensions. This has been merely an example of growth in other ways. The reception, checking, and classification and insertion of advertisements constitute a very considerable business, and one requiring the greatest care.

The office in Broad Street (originally used as an Athenæum) was extended by the acquisition of adjacent premises, but eventually it became necessary to seek more commodious quarters. The construction of Baldwin Street by the Corporation brought into existence several fine sites, and in 1885 the 'Press' office was removed to the premises at the corner of St. Stephen Street and Baldwin Street, which were designed for their purpose, large enough to accommodate the increasing staff, and also to duplicate essential parts of the equipment in a fireproof section of the block.

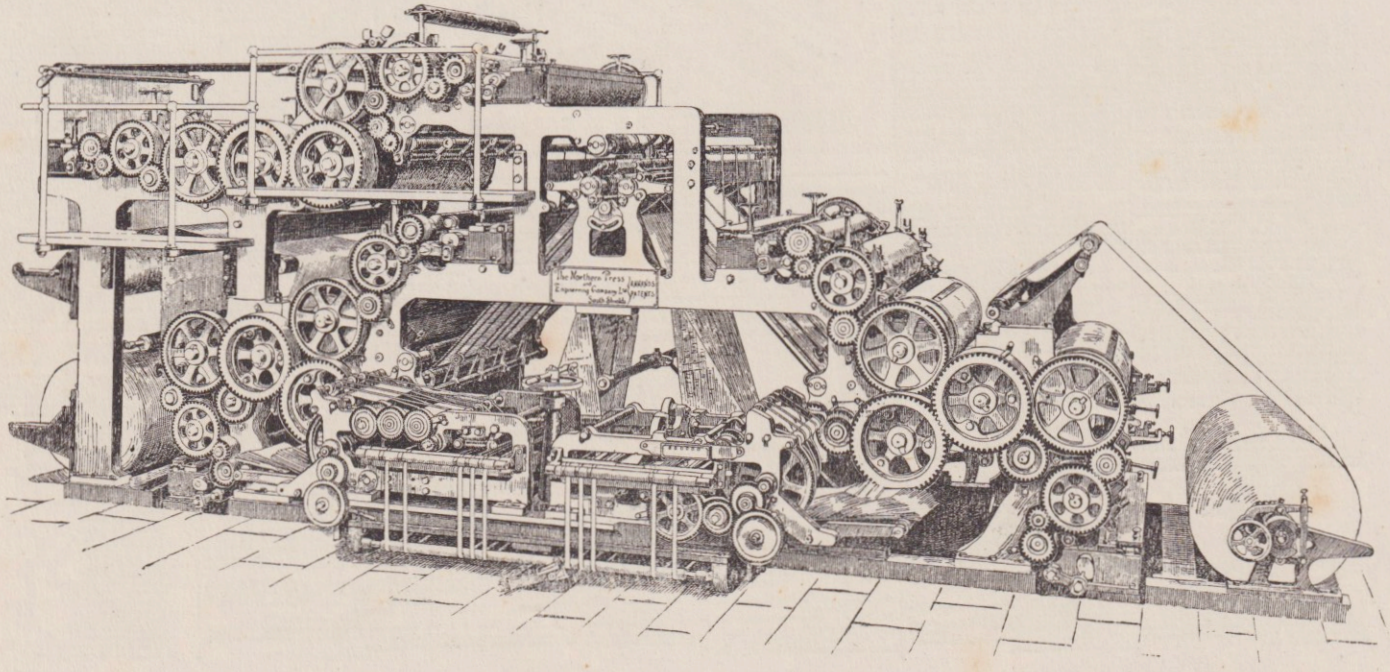
Small as was the size of Bristol's first daily journal, in glancing over the first volume it is easy to see that the note of progress struck by it found a response in the aspirations of many citizens. The issue of June 1st, 1858, contained a leading article urging the formation of a trans-Atlantic line of steamers. Too long had Bristol's magnificent geographical position in relation to the Continent of America been neglected, and letters written to the paper, coupled with speeches reported in its columns, showed that the more progressive section of the community realised this. A daily newspaper not only stimulated the interest in national themes, but also quickened a healthy interchange of views, and thus tended to the formation of an enlightened public opinion. While many things have changed with the lapse of half a century some have not. The determination in journalistic work to show absolute impartiality in reports, and fairness in comment, is as potent as ever it was: the temptations of a "new journalism" have been powerless to vary the principles laid down in 1858, and, in the larger responsibilities of the modern city, the advocacy of well-considered progress, and the inculcation of a vigorous belief in Bristol's possibilities are still held to be the duty of those responsible for a daily newspaper. Even in the personal element there has been an unusual measure of continuity. The labour of introducing the first daily paper into Bristol fell to Mr P. S. Macliver and Mr Walter Reid, and those who have observed the trend of affairs in the newspaper world will readily understand the great strain upon physical and mental resources caused by such an undertaking. On the death, in 1891, of Mr Macliver (whose son, Colonel D. Macliver, had died in 1888), Mr Reid became the proprietor.

From the offices of the 'Western Daily Press' was also published, in February, 1859, the 'Bristol Observer,' the object of the founders being to combine in it a concise summary of the news of the week, reading of the magazine type—fiction, humour, literary selections, and brief, chatty narratives on interesting subjects.

The year 1877 witnessed a new development in connection with the press of Bristol. A public who formerly were satisfied with a weekly paper were no longer content to have a daily paper on the breakfast table; they desired the latest news of occurrences during the day; hence it was decided, in May, 1877, to start the 'Bristol Evening News,' the first-established evening paper in the West of England. The developments rendered necessary by constantly changing demands in evening journalism have been numerous and varied.



FIRST MACHINE USED FOR PRINTING THE 'DAILY PRESS.'



ONE OF THE "ANNAND" MACHINES USED IN PRINTING THE 'DAILY PRESS'; 1908.

DAILY NEWSPAPERS.

Perhaps in no department of work during the past half-century has the word "evolution" been more precisely applicable than in the expansion of evening newspapers. Without the inventiveness of the age, applied to a remarkable extent, they could not be in existence in their present form. With the aid of the inventor they have become marvellously effective instruments for the rapid spread of the world's news.

In the earlier months of 1858, prior to the advent of the 'Western Daily Press,' the Directory shows the following newspapers were published:—

Newspapers at the Beginning of 1858.

'Bristol Mercury,' Saturday morning at 5, by C. and G. Somerton, 35, Broad Street.—Liberal.

'Bristol Mirror,' Saturday morning at 5, by John Taylor, 20, Small Street.—Conservative.

'Bristol Times and Felix Farley's Bristol Journal,' Saturday morning at 5, by Joseph Leech, Small Street.—Conservative.

'Bristol Gazette' (for Thursday), Wednesday evening at 7, by Henry James Mills, 46, Nicholas Street.—Liberal.

'Bristol Temperance Herald,' published on the 1st of every month, by Matthew Mathews, 9, Narrow Wine Street. (In later editions this appeared as the 'Western Temperance Herald.')

'Bristol Advertiser,' Saturday morning at 5, by John Burbidge, Small Street.—Liberal.

'Clifton Chronicle,' Wednesday morning, by Philip Weeks, Lower Nelson Place, Clifton.—Neutral.

'Commercial and Market Circular,' Thursday afternoon, by John Gover Powell, Stephen Street.

Daily Newspapers in 1908.

'Western Daily Press' (Independent Liberal), 27—31, Baldwin Street.

'Bristol Evening News' (Independent Liberal), 27—31, Baldwin Street.

'Bristol Times and Mirror' (Conservative), 17, St. Stephen Street.

'Bristol Evening Times' (Conservative), 17, St. Stephen Street.

'Bristol Daily Mercury' (Liberal), 35, Broad Street.

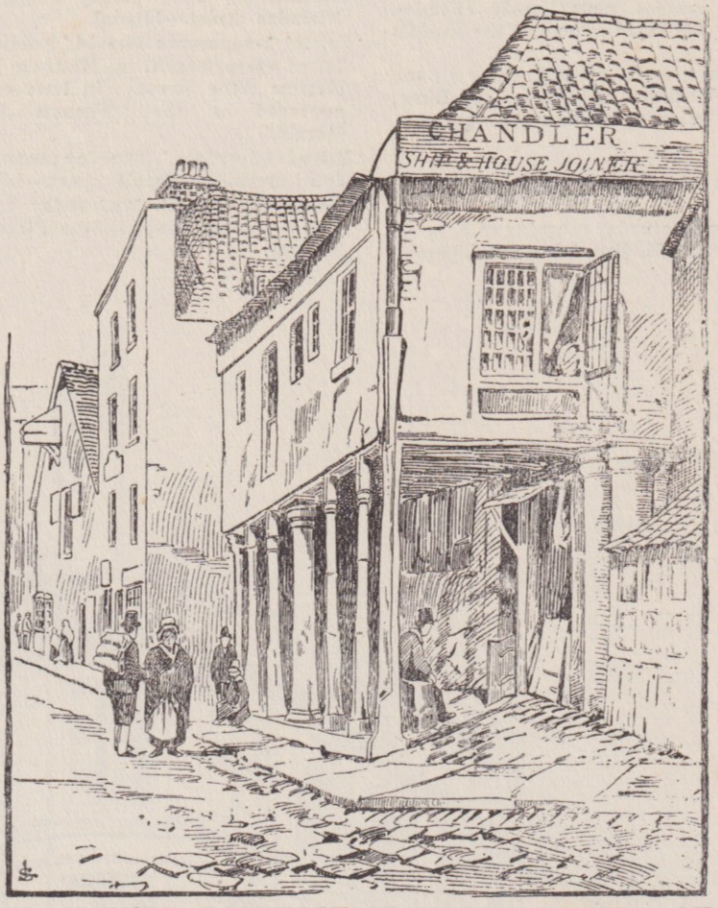
'Bristol Echo' (Liberal), 35, Broad Street.

OFFICES OF THE 'DAILY PRESS,' 'EVENING NEWS,' AND 'BRISTOL OBSERVER'; 1908.

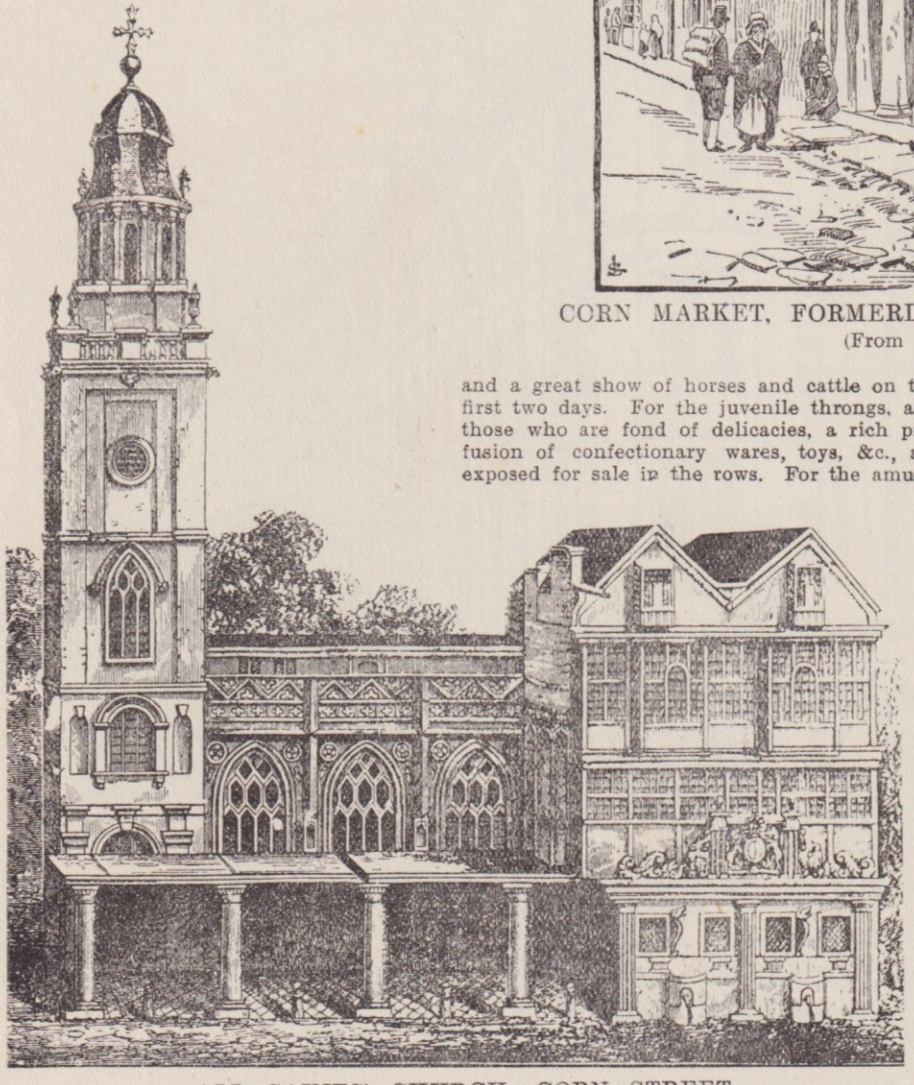
(These offices were first occupied in 1885.)

MARKETS, FAIRS, AND TRADING CONDITIONS.

Markets and fairs are closely associated, and, turning over the pages of an old Bristol Guide devoted to these twin subjects, the following descriptive statement is found:—"Bristol has long been famous for its fairs, which are still very considerable and well frequented, and some of the largest in the kingdom; each of them for all sorts of wares and merchandize, and the time of both chartered for eight days. St. James's Fair, which is the greatest of the two, commences on the 1st of September, and is held in the spacious churchyard of St. James's, and in some adjacent streets. Temple Fair begins on the 1st of March, and is held in the Great Gardens and about Temple Street, on the southern side of Bristol Bridge. At these fairs is usually a great sale for every thing in the woollen manufacture, cloth, coarse and fine; carpets, rugs, blankets, and stockings; cotton stockings from Tewkesbury, linen cloth; hardware from Birmingham, Sheffield, Walsal, and Wolverhampton; millinery, haberdashery, ribbons, female ornaments, dresses, and trinkets, from London and other places; lace, from Nottinghamshire and the West; buck, doe, and hog skins for breeches; and a great show of horses and cattle on the first two days. For the juvenile throngs, and those who are fond of delicacies, a rich profusion of confectionary wares, toys, &c., are exposed for sale in the rows. For the amusement of the populace, there are not wanting a variety of exhibitions, which are generally well attended. The shops and standings for these fairs are built and covered with wood. At St. James's they are disposed into streets and rows, and are generally a month in preparing. During these fairs there is more tanned leather sold at the Leather-hall than at any other fair in England. The fair, or chief day at this hall, is held on the 1st Tuesday in March and September."



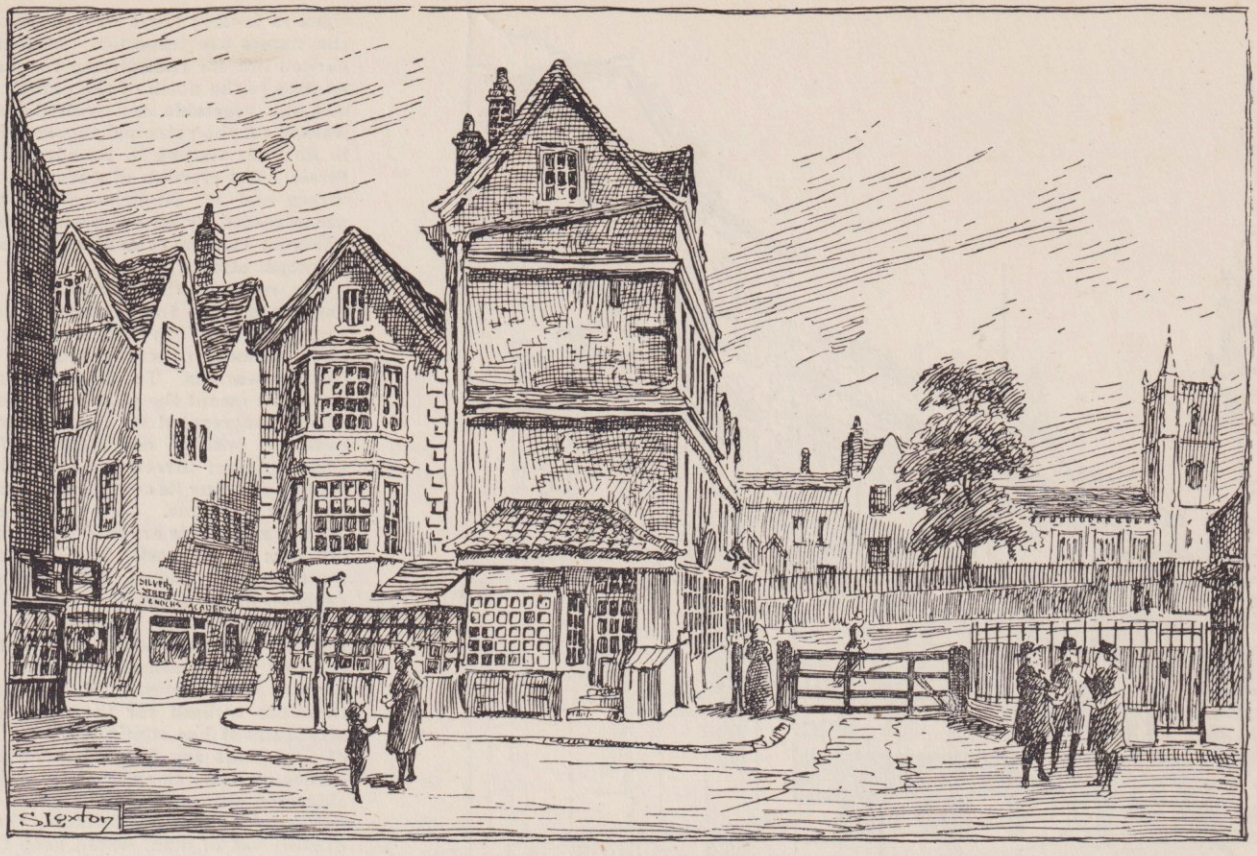
CORN MARKET, FORMERLY STANDING ON THE QUAY.
(From an old picture.)



ALL SAINTS' CHURCH, CORN STREET.
(The picture, taken from an old print, shows the Tolzey, where merchants used to meet, and also the conduits.)

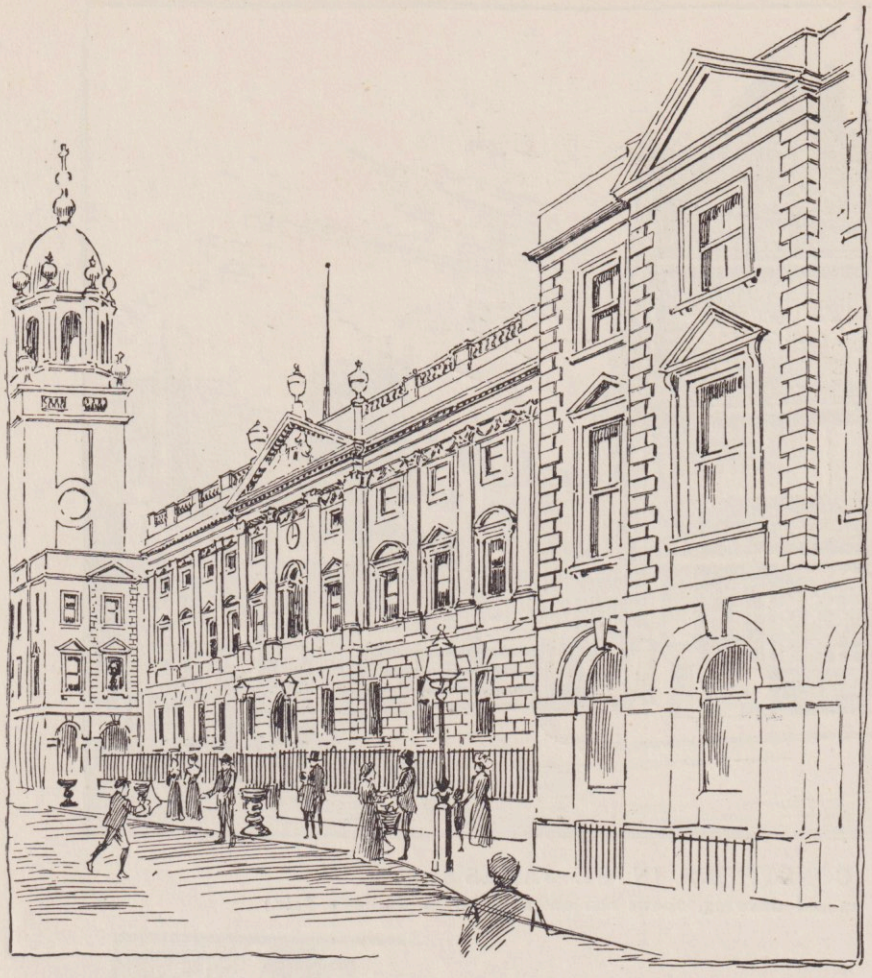
Now it is scarcely necessary to say that the extract depicts Bristol as it was, and not as it is. Fifty years ago, however, there were thousands of citizens who remembered the incidents connected with the fairs, the order of the Council for their abolition being, in 1858, only twenty years old. St. James's Fair used to be a matter not merely of local or even of West Country fame. It was known over Europe, and in days when travel meant peril, hardship, and the expenditure of much time, merchants came from the Continent to attend it. References to it are, again and again, found in Bristol history, and in the seventeenth century it is believed to have been the most important fixture of the kind in Great Britain.

The district in which St. James's Fair was formerly held has changed considerably in the period under review. In 1858 there was no wide road giving access to the Barton, St. James's Churchyard was not the beautifully kept little open space it now is, and there were no public garden and asphalted area as at present on what is still termed the Horsefair. Were the story of the evolution to be given in detail,



BYGONE CONDITIONS IN ST. JAMES'S.
(The picture, taken from an old drawing, shows the entrance to St. James's Fair.)

THE HORSEFAIR ACCORDING TO AN OLD PRINT.



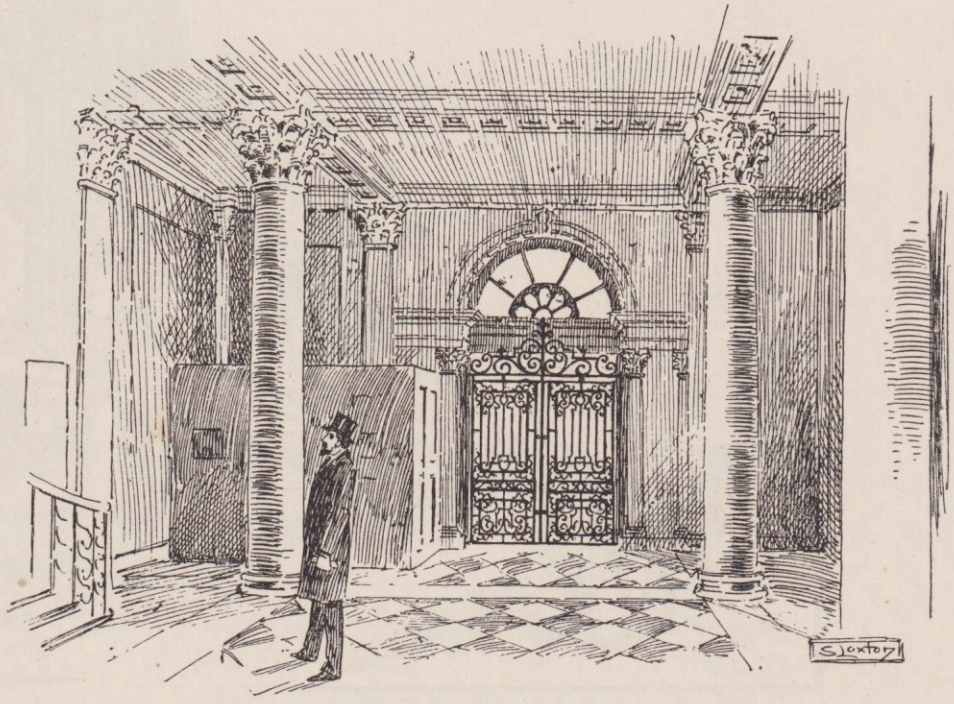
CORN EXCHANGE, AND ALL SAINTS' CHURCH, CORN STREET; 1908.

space would have to be found to record a notable legal battle between the Corporation of the city and the Vestry of St. James with regard to the ownership of the area beyond the churchyard limits. This costly encounter ended in favour of the Vestry, and the Corporation thereupon bought the ground and effected a considerable improvement. The road was widened, and the asphalted space with its border of trees and flowers took the place of a roughly paved slope partly surrounded by tall railings.

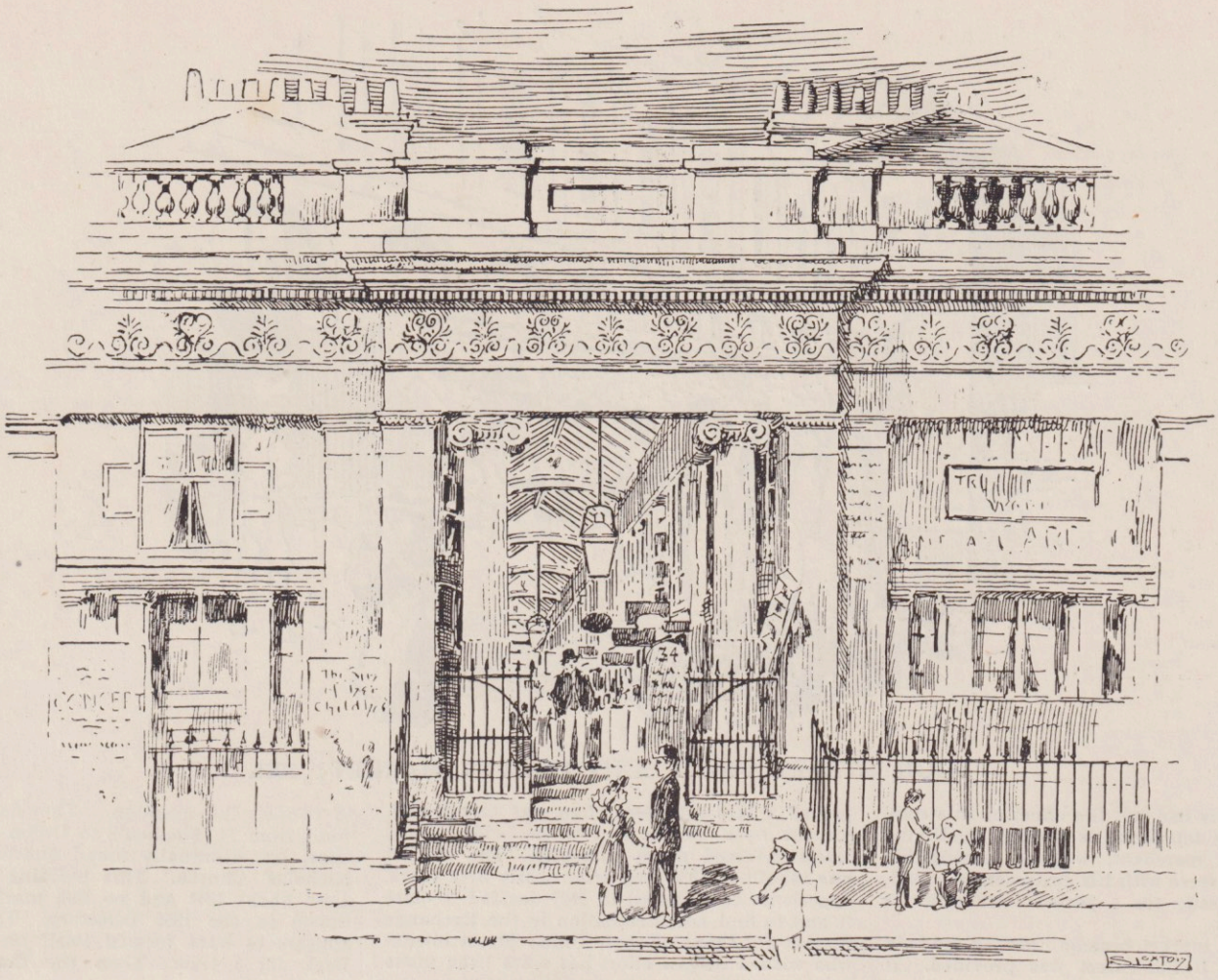
Under other conditions, Bristol still has its fair days, and the influx of country people and of those connected with particular trades is considerable. But such occasions are shorn of their old-time character. Booths no longer occupy public places, and business is not combined with the features of a carnival. Twentieth century fairs are so prosaic that they may pass and leave many ignorant that they have come and gone.

Although little change is noticed in markets compared with fifty years ago, if the inquiry is carried further back, it will be found that alterations have been many and varied. Diligent students of Mr Latimer's Annals will remember that one of the civic problems in other days was to minimise and at last end the nuisance caused by markets held in the thoroughfares. At the beginning of the eighteenth century High Street and Broad Street twice a week were crowded with people selling and buying vegetables, fish, and other commodities. What was needed was really adequate accommodation, which would have left no justification for the continuance of the old custom. For a time, however, the authorities were content to impose restrictions so that vendors should not take up their position in the street too early or remain too late, and there were convictions for infringement of the time-limit. Under 1615, Evans has the entry:—"This year a fish market built in the Shambles," the Shambles being at the bottom of High Street, where Bridge Street stands. A hundred years later the attempt was made to get rid of the business from this district altogether. The surroundings of St. Stephen's Church were entirely different to those of to-day; there were lanes of which even the names are forgotten. Modest plans were carried out for transferring the fish market to an area to the north of the church. Just before this the vegetable and fruit dealers had been warned off the principal thoroughfares and told to do their trading in Broadmead and Temple Street. The erection of a market between High Street and St. Nicholas Street was, in 1745, accompanied by an order suppressing the long tolerated custom of selling and buying in the principal streets.

The markets thus established were closely associated with the Exchange scheme. The word "Tolzey" in 1908 suggests a court for civil business generally held at the close of quarter sessions. To old Bristolians, however, the name meant the place where merchants and others congregated for the transaction of business. A curious old picture of All Saints' Church, Corn Street, shows a simple shelter extending along its southern side and supported by four columns. This was the Merchants' Tolzey, and it was crowded with people who had business to transact. The Exchange in Corn Street was the result, after much delay, of a decision of the Council that the Tolzey was inadequate, and the Nicholas and High Street markets were included in the scheme. In course of time the Commercial Rooms became the popular rendezvous, and the Exchange was therefore utilised for the corn market. This arrangement has continued, but the Exchange of fifty years ago differed materially from the edifice of 1908. In spite of the objection of the alderman who contended that if the building was made "too comfortable, the farmers, a dilatory set of men, would keep the corn merchants there much longer," the Council decided to cover the open quadrangle with a glass roof, and the improvement, completed in 1872, involved other structural changes. The Commercial Rooms may still be regarded as doing the duty performed at an earlier period by the Tolzey, but, crowded as they often are by professional and mercantile men, at one of the meetings of shareholders it was stated that the tendency at the end of the nineteenth and the beginning of the twentieth centuries had been to make the two important clubs—the Liberal Club in Corn Street, and the Constitutional Club in St. Stephen Street—the meeting places of many,

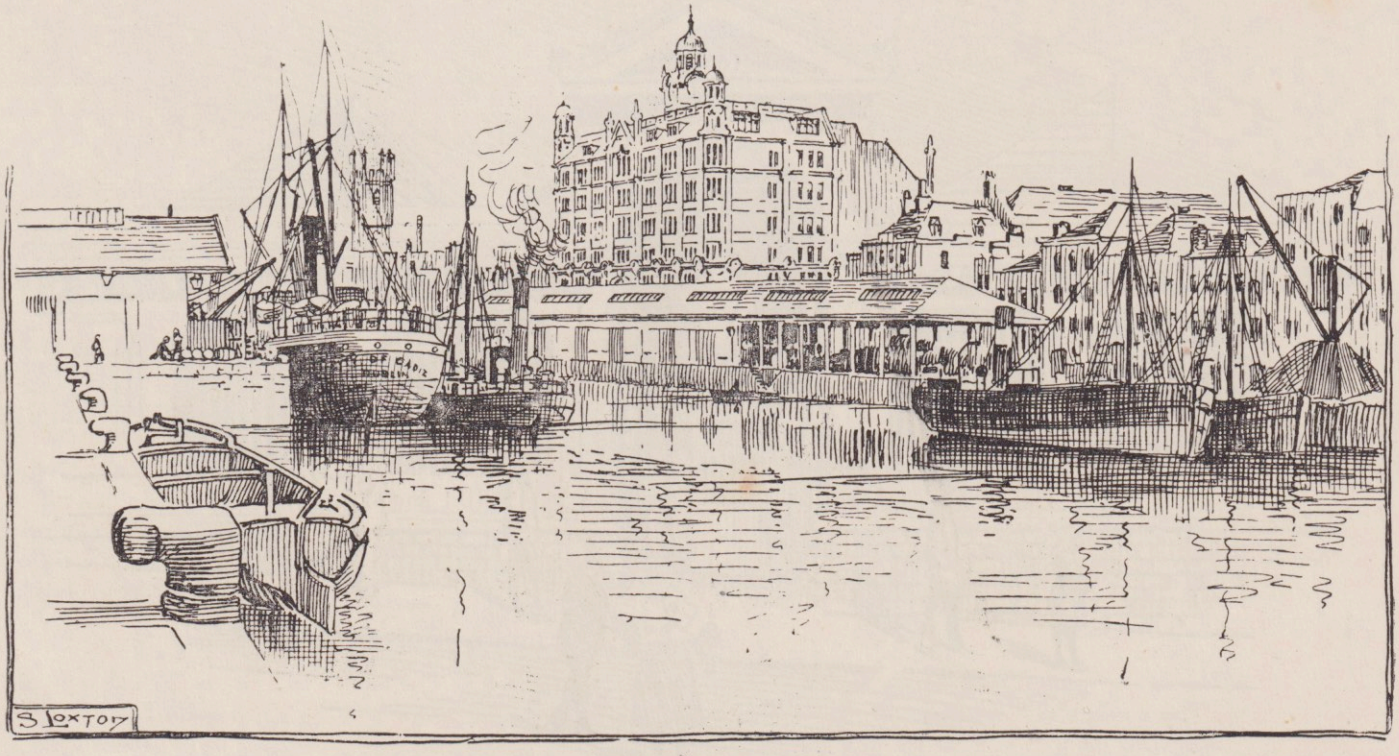


ENTRANCE TO THE CORN EXCHANGE; 1908.



ONE OF THE ARCADES; 1906.

(The sketch shows the entrance from Broadmead.)



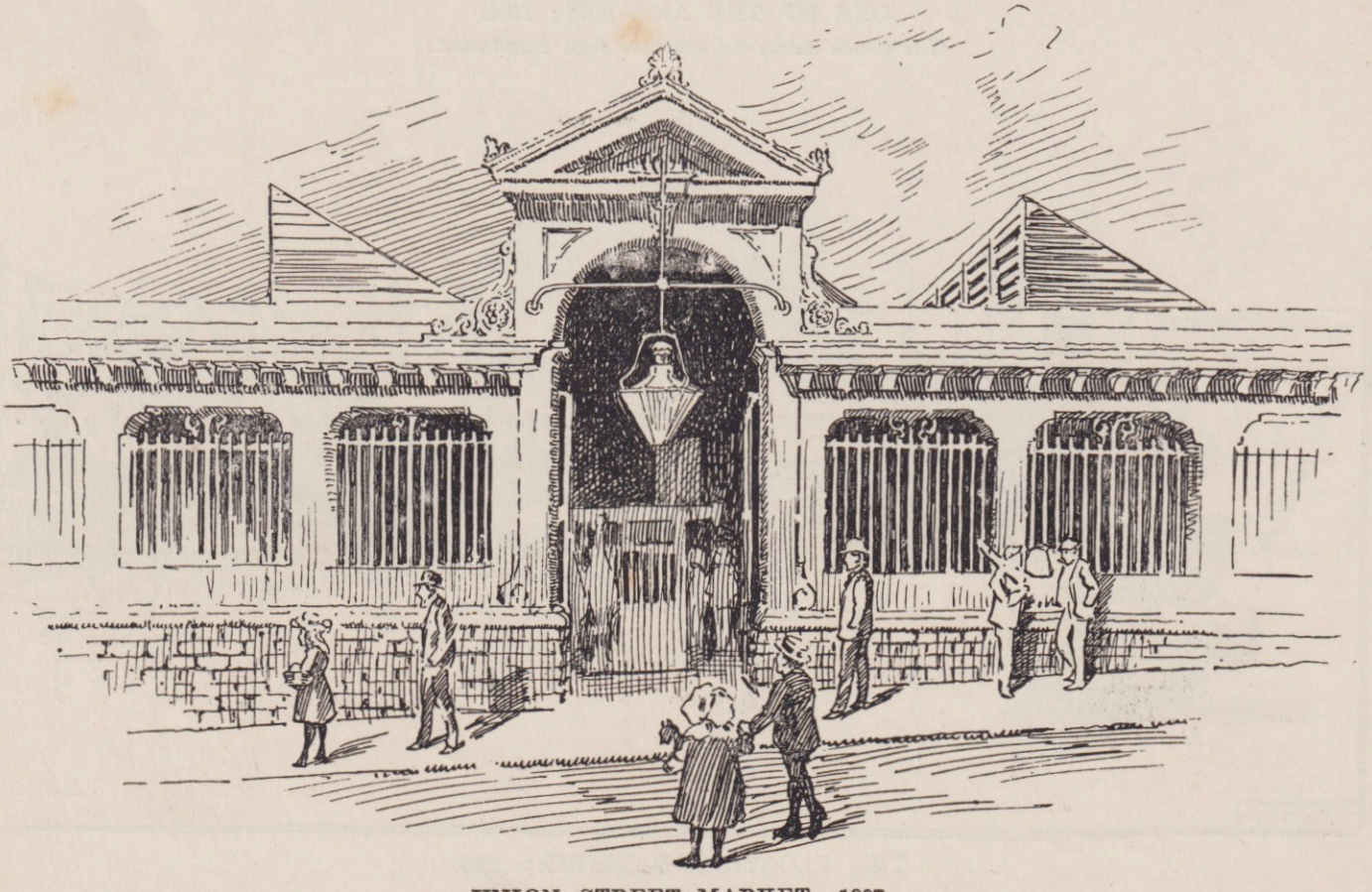
THE FLOATING HARBOUR; 1907.

(Looking towards the Broad Quay.)

HIGH STREET FRUIT AND FLOWER MARKET; 1906.

and the Rooms had felt the effect of this competition. The telephone is another modifying factor, for a merchant, without leaving his desk, can converse with his customer or friend, and the necessity for a personal interview is thus obviated.

The central market became crowded, and, in 1771, that in Union Street was provided. It proved a larger scheme than was anticipated, for the open Froom had to be bridged, and levels involved much difficulty. The market was rebuilt in 1858, and after nearly fifty years' experience the Council in 1907 decided to close it and to find accommodation in the Exchange market for those of their Union Street clients who wished it. An effort has since been made to re-open the question. The fish salesmen went from St. Stephen's to Union Street for a time, but eventually found quarters near St. Nicholas' Church. This building was pulled down about 1844 and no fish market is mentioned in the 1858 Directory. The business appears to have located itself on the Welsh Back for a time. Then the Council made



UNION STREET MARKET; 1907.

arrangements for the market to be again held in Nicholas Street, and, as the building proved unsuitable, the present market was erected in 1884.

The old corn market on the Quay stood a little to the west of the Co-operative Wholesale Society warehouse. This market was intended for grain brought by sea, while that which reached the city by land was offered in a building in Wine Street. That on the Quay continued in use for other purposes until 1849, and was then pulled down to widen the street. The market in Wine Street went the way of many other buildings; it was demolished in 1726, and a new market between Wine Street and Mary-le-port Street provided. This was afterwards turned into a cheese market, and while the structure has been absorbed in the course of business extensions, the name "Cheese Market" is still applied to the locality. Another bygone market was that on the Welsh Back for poultry, fruit, and provisions.

The cattle market at Temple Gate, opened in 1830, has been materially affected during the period under review, the market having been reconstructed in 1874 at the expense of the Great Western and Midland Railway Companies, who had taken part of the site for station purposes. Another important market, and one which it is believed ought to develop materially, is that at the cattle lairs at Avonmouth. Beasts imported from Canada and the United States are offered by auction on the arrival of the ship, the slaughtering taking place at once, or a few days after, according to the provisions governing the admission of foreign animals. Avonmouth possesses great advantage for this business, but consignments have been hitherto of an intermittent character.

The hay and coal markets in St. James's, and the Union Street market cost rather more than they produce. The Exchange market was rebuilt in 1849, after it had been in use about a hundred years, and has since been renovated. While the rentals bring to the city's coffers a substantial annual sum, the immense value of the ground in the very heart of the city devoted to this purpose has, coupled with other aspects of the problem, suggested to some that the question of markets as a whole needs to be carefully reconsidered. The argument has been advanced that the day for retail markets is gone, owing to the development of other methods of trading. It is probable that the proportion of the public who resort to the markets to make their purchases for household needs is much smaller than it was fifty years ago. There remains,

THE COMMERCIAL ROOMS, CORN STREET; 1896.
(Opened September 30th, 1811.)

however, a very large business to be done in a wholesale way in serving shopkeepers and those who carry on business by a fruit and vegetable or fish round. In a reference made to Baldwin Street it was mentioned that in early morning the St. Nicholas end of the thoroughfare is lined with scores of light carts and barrows waiting for the goods purchased by their owners. Nicholas Street is congested in similar fashion, and for a larger portion of the day. In this respect the modern development seems to have outgrown the scope of the original design.

In a contrast with the past, numerous factors, not mentioned in this review, have combined to greatly influence conditions under which modern business is carried on. The development of maritime commerce, the knowledge of what is occurring in distant parts of the world, and the equalisation of supplies with the aid of rapid transit across land and sea, have exercised a potent effect. The advent of the shorthand writer and typist has done much to modify the office routine of business and professional men, while in the factory the introduction of ingenious mechanical devices has completely altered systems of production. A great change, too, has occurred in retail shopkeeping. Operations required to make goods ready for customers, instead of being carried out by the shopkeeper and his assistants, are attended to by the manufacturer. Specialities or proprietary articles have grown in number to an enormous extent; and scores of commodities reach the retailer in tins, or cartons ready, without weighing or packing, to be handed over the shop counter to the buyer. Not only has the variety of stock greatly increased, but shops have been rendered far more attractive than formerly. Numerous Acts of Parliament have been passed for the protection of the public, and the twentieth century merchant and shopkeeper require familiarity with complex legal provisions unknown to an earlier age. This fact has added to the usefulness of organisations formed to protect the interests of various trades.

The Bristol Incorporated Chamber of Commerce and Shipping, established in 1823, has exercised a powerful influence during the period under review, few questions affecting commerce and industry having escaped attention. Fifty years ago its president was Mr Robert Bright, who had evinced his keen interest in the dock question of 1848 by becoming the head of the Free Port movement. The 1908 president, Mr Sidney Humphries, has been not less strenuous in efforts to promote dock development. Many in the long list of presidents and vice-presidents, and of members of the Council of the Chamber, have been animated by a similarly progressive spirit. Mr Leonard Bruton, the secretary in 1858, was succeeded by Mr H. J. Spear, and, upon his death, Mr W. J. Hilliar, the present secretary, was appointed. These gentlemen have done much to contribute to the usefulness of the Chamber of Commerce.

FISH MARKET, NICHOLAS STREET; 1906.

FIFTY YEARS' EDUCATIONAL ADVANCE.

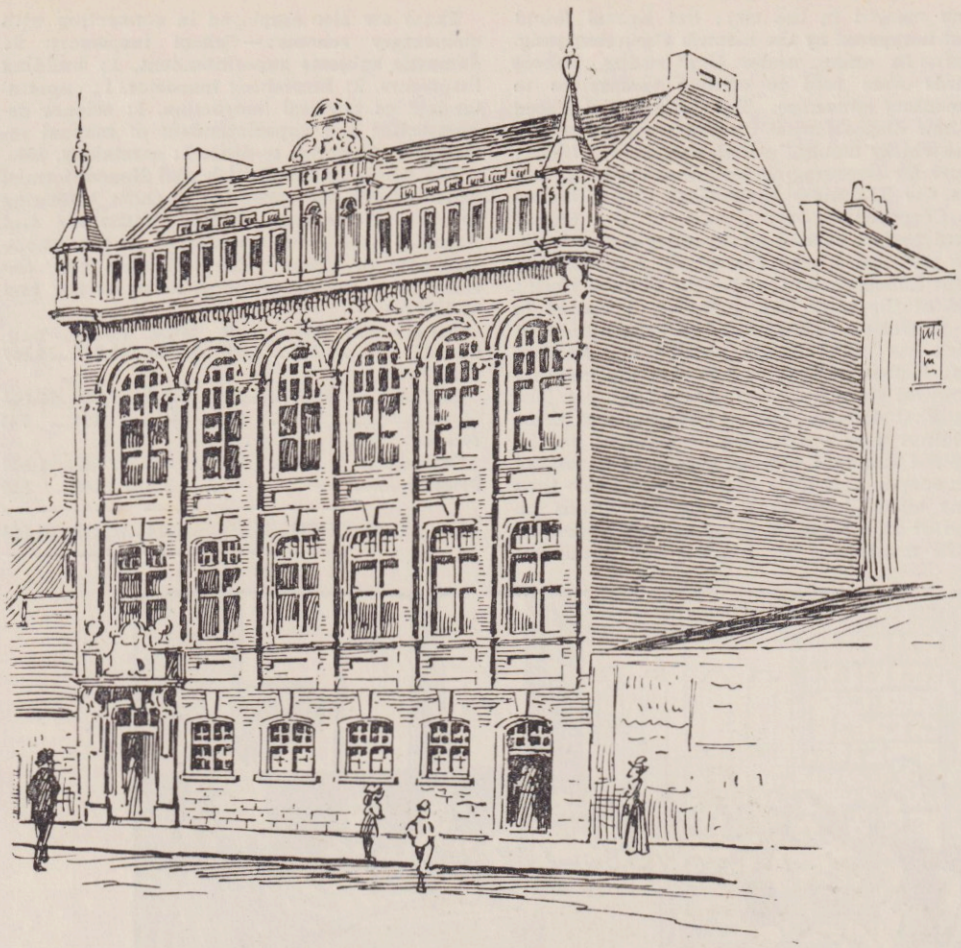
In 1858 neither the State nor the municipality had recognised fully that education is a public duty. As a result, the provision of schools was left to philanthropic individuals, to societies, and to religious bodies, the Government assisting the work by grants. Valuable as such efforts were, the educational equipment of Bristol was utterly inadequate, and no legal machinery existed to stimulate neglectful parents who allowed their children to grow up in absolute ignorance. In the twentieth century the hooliganism occasionally manifesting itself has been regarded by some as if it were a sign of decadence. It, however, is no new thing; it was one of the evils which led Robert Raikes to establish Sunday schools, and, curiously enough, according to Mr Latimer's Annals, fifty years ago Bristol magistrates were lamenting this very tendency. The extract is worth reproducing. The speaker is Mr J. Naish Sanders, one of the justices. "'Bristol,' he said, 'has schools, a work in which Miss Mary Carpenter took a prominent part. These special schools are dealt with elsewhere.

There are no means available for stating with precision what were the conditions at that period, but it seems safe to surmise that more than a half of the children who ought to have been under instruction were not attending school. In 1836 a calculation was made, from which it appeared that out of 20,000 children of school age, 5,200 only were in attendance. In 1870, when Bristol was called upon to face its responsibilities under Mr Forster's Education Act, a census revealed the fact that a third of the young people between the ages of 5 and 12 had no place on the school registers.

Some of the schools carried on in 1858 are still at work, in most cases in improved or new buildings: others, however, have ceased to be. Many of these older schools (it would probably Board was inevitable, and then the flood-gates of controversy were opened, and the merits of undenominational, denominational, and secular education were vigorously discussed. In the twentieth century it is rare that the calm of Education Committee meetings is disturbed by this wordy warfare, but now and then the outside controversy found an expression in the proceedings of early School Boards. One example has been recorded. The Board met in the Guildhall, in the room, on the Small Street side, now used for the Chamber of Commerce Council meetings. The school under discussion was one of a special kind where city waifs were gathered in, and fed as well as taught. The fact that simple non-sectarian religious instruction, as well as a meal, was given in the school on Sundays led a prominent advocate of secularism to warmly denounce the system. According to his theory the feeding was an improper inducement to

COUNCIL SCHOOLS, UPPER KNOWLE; ABOUT 1903.

the unenviable reputation of having within her walls one of the most disorderly set of youths in England. Stones are continually thrown by boys in our public thoroughfares, owing to which many lives have been lost—five at least in Clifton parish only. Ornamental plantations, so placed as to benefit the public, are constantly injured, and even the branches carried away for firewood. Young thieves assemble in gangs at each end of Park Street, professedly to drag wheels, but really for worse purposes, as proved in many cases. If the police or private individuals complain, they are assailed in gross and indecent language, revolting to all, and especially to females.' Some regret was expressed by the bench at the uncultivated condition of the youth of the lower classes, but the authorities felt themselves impotent, and the matter was suffered to drop." Conditions such as those alluded to, however, led to the establishment of reformatories and industrial not be over-stating the fact to say most of them) were inadequately equipped and staffed; although the catalogue is a long one, numbers of the schools had but small accommodation, and, if the modern requirements of the Board of Education had been rigorously applied fifty years ago, the majority of the elementary schools would have been condemned to extinction. Between 1858 and 1870 a number of new schools were provided by parochial or other efforts; eleven, with 3,252 school places, were in course of erection when the Council commenced an inquiry in 1870 to ascertain what the circumstances of the city were; but, notwithstanding this activity, it was estimated that a deficiency of 6,591 places existed. For practical purposes, the deficiency was much larger, the schools being unequally distributed, so that some of the populous working-class districts were very badly off. Much as certain citizens disliked the step, the formation of a School children to submit to religious teaching. To give practical effect to his argument, it would have been necessary either to stop the meals or the instruction. The Board did neither; a plan which worked well was let alone, and in a similar desire to avoid extremes, the work, decade after decade, was carried forward. Denominationalists and undenominationalists have alike eulogised the moral and religious instruction given in the Council schools. The feeding of hungry children has also become a recognised part of the Education Committee's work. It has been denounced as socialistic and dangerous in its tendency, but the welfare of the child was felt to be of paramount importance, and the fact that educational effort was wasted in teaching children who had come to school without a meal was beyond dispute. The Children's Help Society, by giving breakfasts, met the difficulty for a long time, but in 1907 the Council approved of a scheme involving a small



PUPIL TEACHERS' CENTRE, BROAD WEIR.

(This Centre was built in 1896. In 1908 the alteration, by the Board of Education, of the regulations with regard to the training of teachers, led to the announcement that, under the new system the Centre would no longer be needed.)

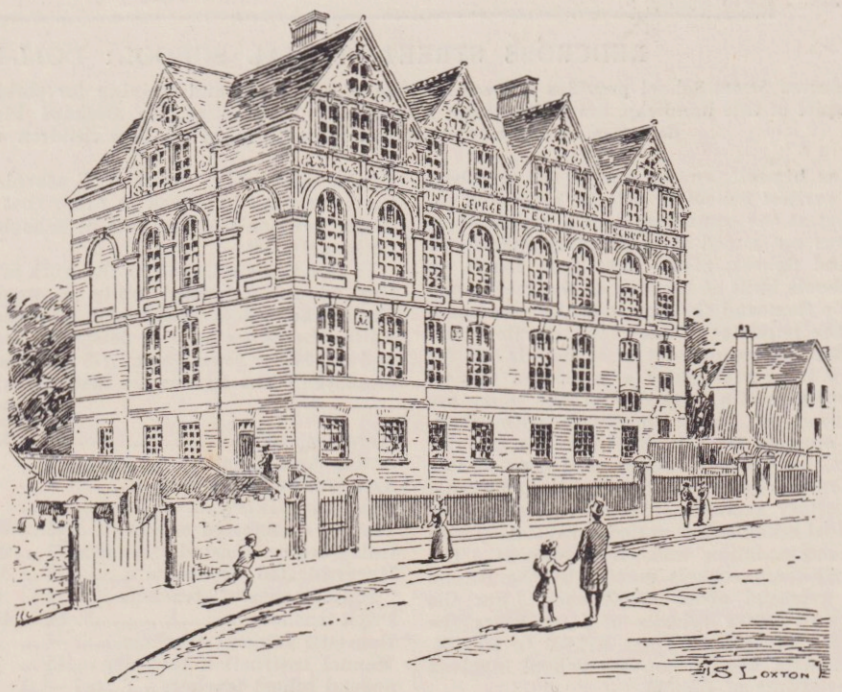
charge on the rates, safeguards being introduced to prevent its abuse by neglectful parents.

Considerable school deficiency was found to exist outside the city, and hence in process of time boards were formed for Bedminster and Knowle (the extra municipal parts); St. George; Horfield; Stapleton and Fishponds; while the needs of less populous parishes were left to rural Education Committees. The enlargement of the civic boundary brought upon the Bristol authority vastly increased educational responsibility; the suburban bodies found their occupation gone, and perplexing questions whether a Bristol child should be allowed to attend a St. George school, or a Horfield boy come into Bristol were brought to an end. There was another effect, foreseen by few only. The inclusion of St. George meant a substantial saving to the National Exchequer. That parish had had a very large amount of school building to do to overtake the needs of the population; the rate therefore became such that St. George ranked with necessitous areas, and received a special grant from the Government. Merged in wealthier Bristol, the financial position was changed, and the Chancellor of the Exchequer retained for other uses several thousand pounds annually.

The first School Board for Bristol was elected on Jan. 27th, 1871; the eleventh Board handed over the work to the Education Committee at the beginning of April, 1903. Personal changes were numerous during that period of 32 years. The Board consisted of 15 members, and the contests occasionally afforded remarkable illustrations of the power given to a small body of citizens by the cumulative vote. Elections took place in January, and as each member sat for the whole city—there being no ward representation—it would have been a costly and troublesome process to have filled casual vacancies by an appeal to the burgesses. The filling of gaps therefore devolved upon the Board itself, and the general rule was to select as the new member one whose views resembled those of the former holder of the seat. Of the eleven Boards, the following were chairmen and vice-chairmen:—

Board Elected.	Chairman.	Vice-chairman.
1871—	Mr Lewis Fry.....	Mr Mark Whitwill
1874—	Mr Lewis Fry.....	Mr Mark Whitwill
1877—	Mr Lewis Fry.....	Mr Mark Whitwill
1880—	Mr Mark Whitwill...	Rev. Dr. Caldicott
1883—	Mr Mark Whitwill...	Rev. U. R. Thomas
1886—	Mr Mark Whitwill...	Rev. U. R. Thomas
1889—	Mr Mark Whitwill...	Mr J. H. Woodward
1892—	Mr J. H. Woodward...	Rev. Hy. Wright
1895—	Mr J. H. Woodward..	Rev. U. R. Thomas
1898—	Rev. U. R. Thomas..	Mr J. H. Woodward
1901—	Rev. G. Jarman.....	Dr. E. H. Cook

On April 1st, 1903, the first Education Committee came into office. The scheme formulated by the Council and approved by the Board of Education relegated the responsibility to 21 aldermen and councillors and 10 co-opted members of the committee. Dr. E. H. Cook, who became a member of the School Board in 1899, when a casual vacancy occurred, was chosen chairman, and Alderman W. W. Jose and Mr W. H. Elkins vice-chairmen. Alderman Jose ceased to be a member, and from 1904 onward Mr (afterwards Alderman) Elkins was sole vice-chairman. As far back as 1889 he served for a period on the School Board, and during the time when the Council had charge of Technical Education he was associated with Alderman Jose in the conduct of that branch of civic work. Mr Benjamin Wilson, the first Clerk, had the assistance of Mr W. A. Adams, who in due time became Clerk. The position to which Mr Adams succeeded was one of ever-growing responsibility, and the duties took a still wider scope when the Education Committee came upon the scene and appointed him secretary. The staff has also increased, and, besides the small army of teachers, a couple of dozen



ST. GEORGE'S SECONDARY SCHOOL, EAST BRISTOL; ABOUT 1895.

(It is more popularly known as the St. George's Higher Grade School. It was erected by the St. George's School Board, and taken over by Bristol when the city was enlarged in 1897.)

officials have the duty of hunting up absentees from school.

WHAT HAS BEEN ACCOMPLISHED?

What shall be said of the result of the efforts put forth during these 36 or 37 years? The work has become so large and complex that a writer who has watched its development and attended meetings of the educational authority almost from the start, despairs of the attempt to adequately summarise the story. It has not been the policy of either School Board or Education Committee to squeeze out the denominational schools. Yet again and again building schemes have had to be faced, and fine schools, erected since 1871, are found in nearly every district of the city. Some have criticised the expenditure, and once at least this spirit of hostility manifested itself among Councillors who, at that time, merely had imposed upon them the duty of honouring the precepts of the School Board. On that occasion Alderman Proctor Baker made the most impressive reply to the critics sitting on the same side of the house as himself, and as one of the members of the earliest School Boards he expressed regret that at the commencement a higher standard was not aimed at in building operations. In round figures, places have been found, in new schools built at the cost of the ratepayers, for forty thousand children, and the sum spent upon the purchase of land, the erection, and alteration and equipment of schools is not far short of three-quarters of a million of money. The provision of a large central hall (some are often used for public meetings) with classrooms opening from it, has proved a popular plan in the selected designs, and considerable attention has been given to lighting, heating, and sanitary arrangements. The total cost of individual schemes has varied considerably with the accommodation and circumstances. The first half-dozen schools erected by the Bristol Board averaged about £5,000 each. For the larger and better schools of later years the total bill has ranged from £10.000 to £17.000. The Fairfield Road Secondary School involved an expenditure of £25,000.

The mention of Fairfield suggests another aspect of the problem. The St. George's Board boldly erected a fine high-grade school before being merged in the city; but Bristol found itself hampered by the historic Cockerton judgment. In effect, under that ruling, School Boards were told to confine themselves to elementary education. The Council had placed at their disposal what for years was known as "the whisky money," which they were at liberty to use for encouraging technical teaching, and thus the Technical Instruction Committee of the Corporation, during part of the School Board period, carried on an independent work. The 1902 Act placed the whole responsibility on the Education Authority—the Council itself; most of the work was, however, delegated to the Education Committee, the constitution of which has been already alluded to. Another great feature of that change was the measure of control given over "voluntary" schools. The somewhat delicate duty of ensuring that these buildings were structurally brought up to the required standard was accomplished in Bristol with surprisingly little friction, reasonable time being afforded for making the alterations instead of an ultimatum being at once addressed to the managers. The staffing and remuneration of teachers in "voluntary" schools were at the same time improved in order that the disparity between the two sets of schools should no longer exist.

In 1858 those engaged in the work of elementary education formed quite a small body. Under the School Board and Education Committee the duties have so developed that at the end of 1907 no fewer than 1.775 persons were so employed. The figures are instructive:—

	Dec. 31, 1907. Male.	Female.	Total.
Head teachers	67	134	201
Acting head teachers	1	1	2
Assistant-in-charge	1	—	1
Head assistants	—	7	7
Trained certificated assistants	143	267	410
Untrained certificated assistants	71	217	288
Uncertificated assistants	46	354	400
"Supplementary" teachers	3	95	98
Pupil teachers	52	146	198
Domestic subjects teachers	—	28	28
Manual instruction teachers	15	—	15
Special school teachers	—	14	14
Totals	399	1,263	1,662

There are also employed in connection with elementary schools:—School inspectors, 2; domestic subjects superintendent, 1; building inspectors, 2; furnishing inspector, 1; superintendent of physical instruction, 1; science demonstrator and superintendent of manual instruction, 1; porter to ditto, 1; caretakers, 104.

The whole of the British and Nonconformist Schools (with the exception of those belonging to the Wesleyans, Roman Catholics, and Friends) have been transferred to the public authority or closed. The following was the elementary school accommodation at the end of 1907:—

Class of school.	Boys.	Girls.	Mixed.	Infants.	Total.
Council	8,870	8,532	10,512	11,953	39,867
Church of England	6,177	5,955	2,632	7,280	22,044
Wesleyan	367	197	—	179	743
Roman Catholic	321	272	420	527	1,540
Friends	—	—	320	180	500
Dec., 1907	15,735	14,956	13,884	20,119	64,694

REDCROSS STREET SPECIAL SCHOOL: DOLL-DRESSING CLASS; 1907.

(Redcross Street School provides a special course of education and training for children suffering from physical or mental defects, and who, in spite of this handicap, are well enough to profit by instruction. In Orchard Place there is another special school for the mentally defective. Voluntary agencies ensure for many of these children a summer holiday in the country.)

Irregularity of attendance was formerly one of the drawbacks to successful work. How successfully it has been combatted is shown by the appended figures. In 1871 and 1872 there were no calculations made as to the ratio, but in those years the attendances were respectively 13,385 and 15.074:—

	Average Number on registers.	Average attendance.	Percentage.
1873	23,366	16,528	70.7
1877	27,179	19,074	70.2
1882	29,996	22,170	73.9
1887	34,208	26,119	76.3
1892	37,434	29,696	79.3
1897	41,806	34,849	83.3
1902	61,886	52,789	85.3
1907	61.378	54,868	89.3

So marked has been the advance in regularity of attendance that the Education Committee in 1906 decided that the Truant School need no longer be maintained. The few cases that might arise the committee thought could be dealt with by arrangement with Cardiff, where an institution of the kind is continued.

TRAINING MIND AND BODY.

Elementary instruction in 1908 is not limited

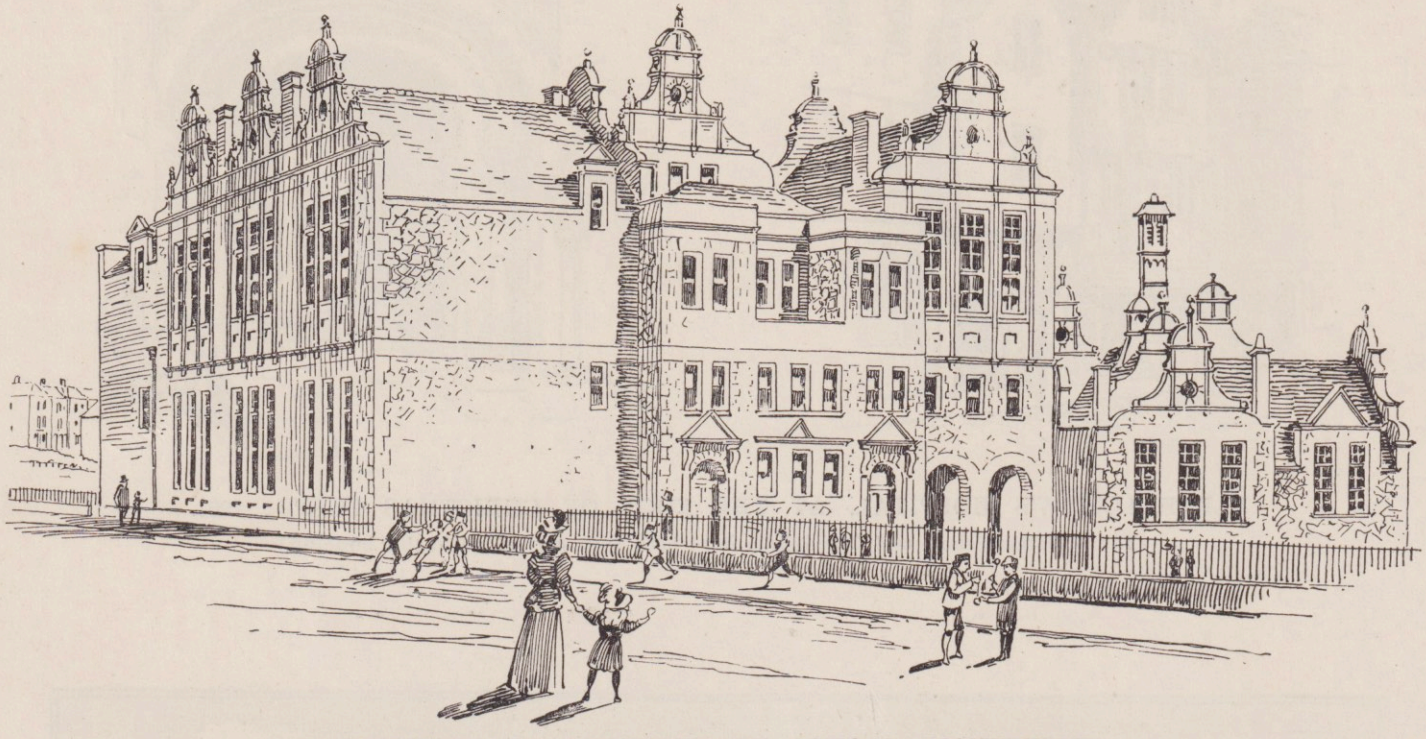
to the "three R's." Boys have their eyes and hands trained by instruction in woodwork; girls have the opportunity of becoming more skilled in the duties that fall to their sex by a progressive course in cookery, laundry work, and housewifery. Needlework and the repair of garments are also taught. (A further reference is made to special subjects for girls in another page.) Nor is the system limited to the development of the mind. Physical drill is regularly practised, and with excellent results. Between 3,000 and 4,000 children attend the swimming baths each week in the summer, and in one year over 2,000 learned to swim distances varying from the breadth of the bath to a quarter of a mile. For children who are classed as mentally defective special schools have been established, and the effort is made to teach these young people, handicapped by nature in their mental equipment, to acquire manual dexterity, so that they may be usefully employed in adult years. Deaf mutes are also specially provided for, and cripples conveyed from their homes to school in vehicles provided for the purpose.

The course at the three secondary schools —St. George; Fairfield, Montpelier; and Merrywood, Bedminster—is designed to carry on the instruction of boys and girls who remain until 16 or 17 years of age. Scientific and commercial subjects are included in their curriculum. Opportunities for art and science teaching exist also in allied institutions, and a system of scholarships enables numbers of children of intellectual promise to continue their studies at University College, the Merchant Venturers' Technical College, the Grammar School, and elsewhere. The Municipal School of Art, in Queen's Road, and the Municipal School of Domestic Science, Great George Street, are important branches of the work. No one can estimate the value of the arduous effort for nearly thirty-seven years done by the School Board and Education Committee of Bristol. The cost has increased as the responsibility has in greater and still greater ratio fallen on the public shoulders, but in the lowness of its education rate, Bristol compares favourably with most of the great cities.

A brief allusion has been made to the controversy which arose when School Boards were proposed, and continued, for a time, after their establishment. In Bristol, a comparatively peaceful period followed, although echoes of the controversy were heard at intervals. The Acts passed by Mr Arthur Balfour's Government in 1902, however, produced a storm of opposition in this city and throughout the country, and in Bristol many well-known citizens, refusing to pay the educational portion of the rate, again and again suffered their goods to be distrained upon. The property so seized was sold at public auction, and the rate and the heavy costs of the process were thus met. A Bristol Citizens' League was formed to carry on this Passive Resistance movement.

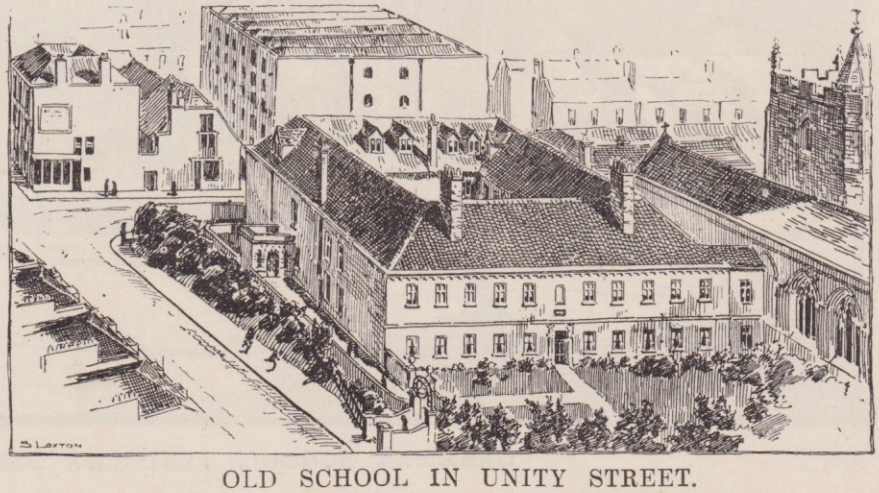
SOME OF THE ENDOWED SCHOOLS.

Upon most of the endowed schools the latter half of the twentieth century produced a marked effect, not only in their buildings and equipment, but also in the scope of their work. The Grammar School may claim to be the eldest of the family; it was in existence in 1532, that being the period when it was endowed with the estates of the Hospital of St. Bartholomew, an institution of which a portion is still to be found at the bottom of Christmas Steps. Robert and Nicholas Thorne had a prominent share in this transaction, and the former at his death in the same year left the school £300. For 240 years the school was carried on in the old building which stood just outside the Froom gate of the city, and then the removal to Unity Street occurred under remarkable circumstances. The unreformed Corporation were the trustees of both the Grammar and City Schools. The latter, founded in 1586 by John Carr, a Bristol soap manufacturer, was opened in 1590, in the mansion-house and orchard, once part of Gaunt's Hospital. The City School at the commencement had a dozen boys only. The contribution of £3,000 by the Corporation enabled the work to be developed, and a royal charter authorised the name being Queen Elizabeth's Hospital. In 1702 the premises were rebuilt



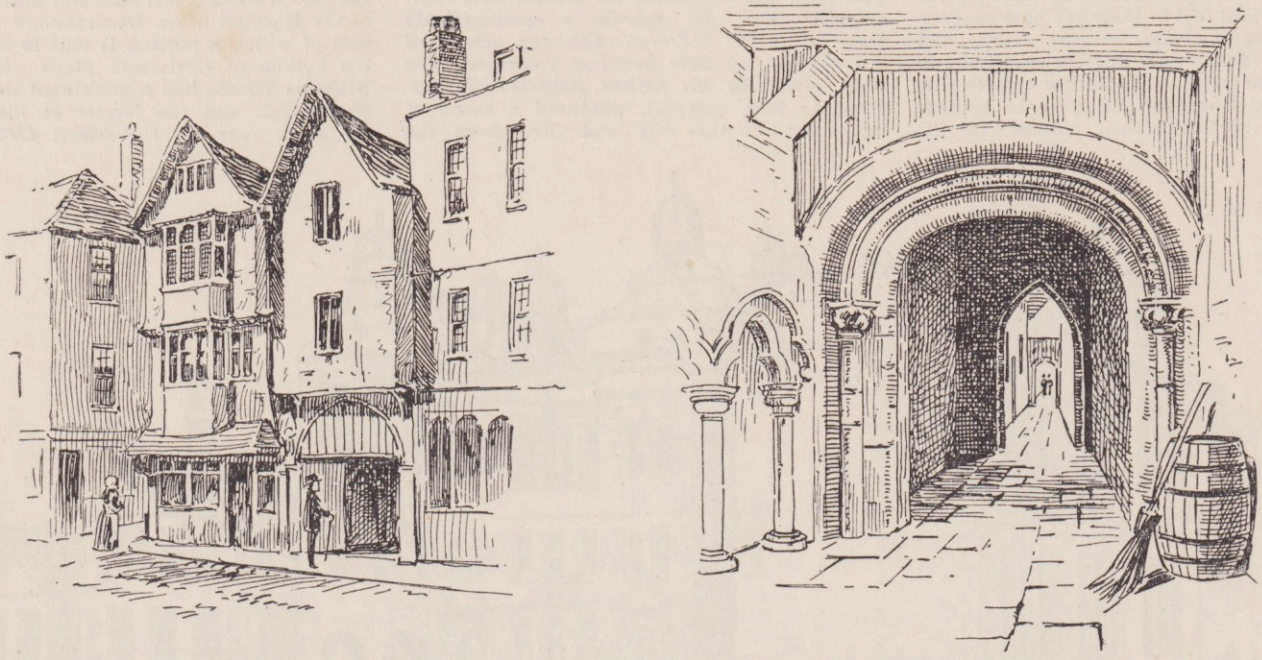
FAIRFIELD ROAD SECONDARY SCHOOL, MONTPELIER.

(The name, Higher Grade School, is popularly applied to this school. It was opened in 1898.)



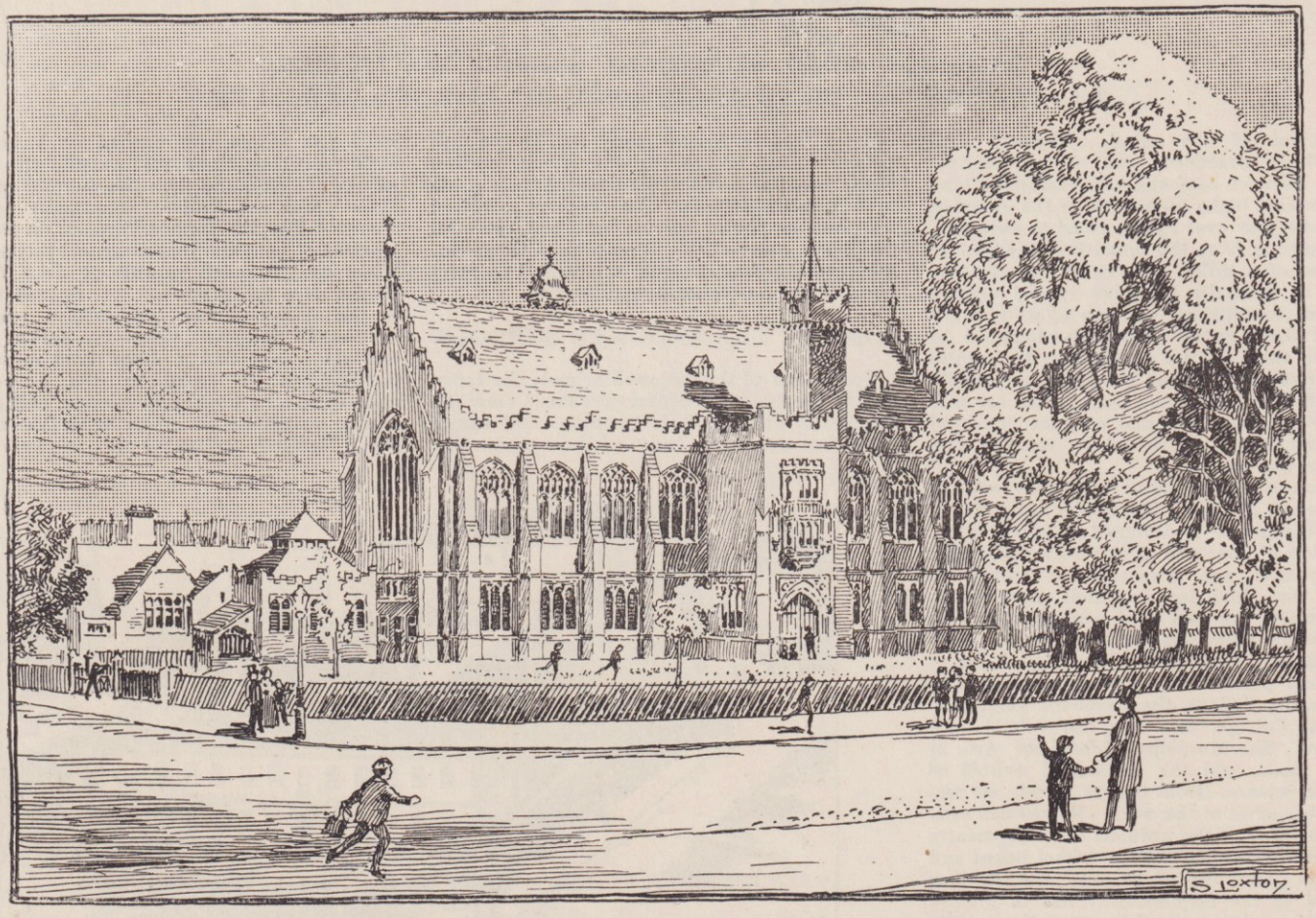
OLD SCHOOL IN UNITY STREET.

(Occupied first by the City Boys and then by the Grammar School.)

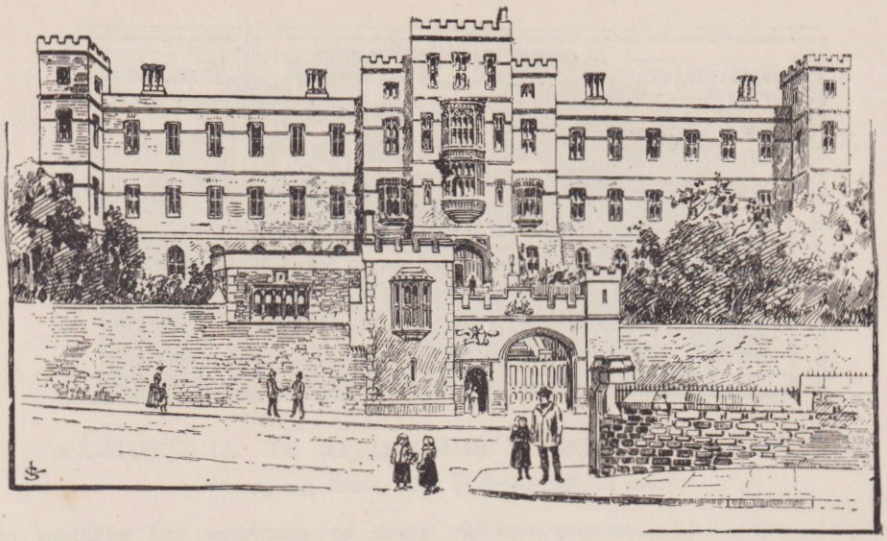


BARTHOLOMEW'S HOSPITAL, AT THE FOOT OF CHRISTMAS STEPS; 1901.

(The Grammar School and City School have both been carried on in this building.)



GRAMMAR SCHOOL, TYNDALL'S PARK; 1905.



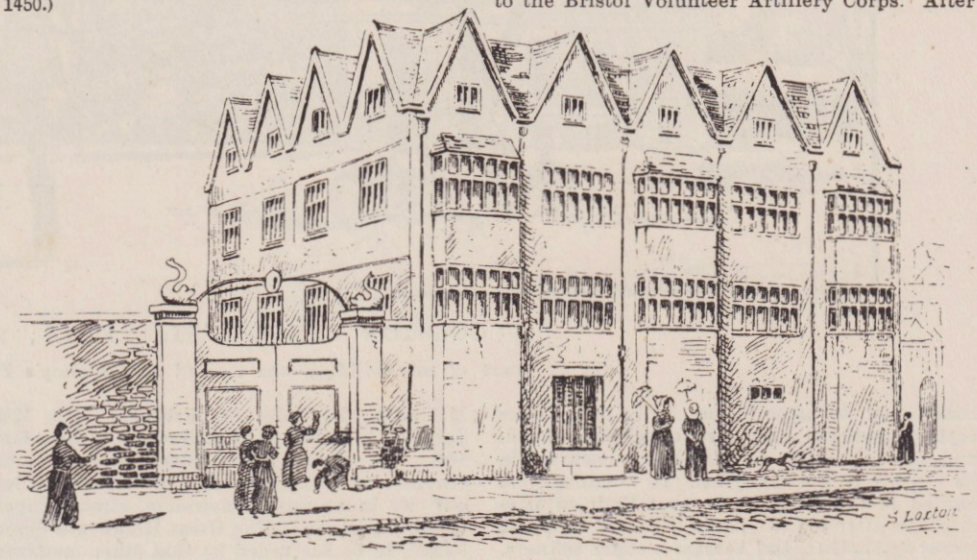
QUEEN ELIZABETH'S HOSPITAL, BRANDON HILL; 1890.

at a cost of £2,471, raised chiefly by public subscriptions, and the school, with 44 boarders, was installed in its new quarters in Unity Street, the site of which is now occupied by the Merchant Venturers' Technical College. In 1767 the Council were asked to agree to a remarkable proposal, nothing less than that the Grammar and City boys should exchange schools. Some show of reason was given to the suggestion by the argument that the Unity Street building would accommodate twice the number of boys attending the City School. One historian has, however, associated the transfer with the fact that the head master of the Grammar School was about to marry the daughter of an alderman, and the house by the Froom was less desirable as a residence than the then comparatively new buildings in Unity Street. Whatever may be the true explanation, the change was made, the City boys thereafter were located at the bottom of Christmas Steps, and the Grammar School was conducted in its larger home—the building shown in one of the sketches. After that, both schools had a somewhat chequered history. The Grammar School practically became a private one; for a time there was only one pupil, and between 1844 and 1848 it appears to have ceased its work altogether. The Council's dealing with the City School funds has not escaped the historian's censure, the gifts of earlier years were treated as loans, and compound interest was charged to the school fund; the number of scholars was reduced, and altogether matters were in an extremely unsatisfactory state. The earlier half of the nineteenth century was not only accompanied by a reform of the Corporation, but also by the transfer of the control of these important schools to another body, while in the latter half, as the result of the schemes of the Charity Commissioners, there came important changes affecting the whole scope of the work in these and other scholastic institutions. In 1858, while the Grammar School was still located in Unity Street, the City boys had shifted from the bottom of Christmas Steps to the slope of Brandon Hill, where a fine building was erected in 1844, and there the work has been since carried on with great success, first under the headmastership of Mr Thomas Cayzer and then under that of Mr R. Jackson.

To the Grammar School the past half-century has produced still more striking changes, and the record is one upon which those connected with the institution can look back with pleasure and pride. The school had been reorganised, and the first head master under the new system, the Rev. Robert Evans, was among the victims of the cholera visitation in 1854. Mr Hudson, the second master, succeeded him, and was in charge in 1858. The endowment was small, and as a consequence the remuneration of the teaching staff was inadequate. An attempt was made to remedy this by a scheme

BARTHOLOMEW'S HOSPITAL.
(From Father Grant's sketch of the probable appearance of the Hospital and steps about 1450.)

which required that the fees of elder boys should be raised, and which allowed the head and second masters to take boarders. This last proposal was opposed, and the Master of the Rolls refused to give it his sanction. As a result Mr Hudson resigned in 1860, and the Rev. J. W. Caldicott succeeded him. Under his headmastership the school attained a very high reputation. The progress made directed attention to the inadequacy of the buildings, and the Endowed School Commissioners, appointed in 1864, reported in favour of various alterations, including removal to another site. The fine building in Tyndall's Park was the result. The foundation-stone was laid by Mr Herbert Thomas, chairman of the governing body, and in February, 1879, the Tyndall's Park structure was sufficiently advanced for the boys to remove from Unity Street. The workmen were, however, still engaged in completing the design, and the opening ceremony was deferred until the following May. The architecture of the building created a pleasing impression, and Mr W. E. Forster, when performing the opening ceremony, expressed his surprise and delight, remarking—"without exception I think it is the finest schoolroom I ever was in—so beautiful, so simple, and yet so commodious." The hall which evoked this eulogium is 140ft. long by 50ft. broad and 50ft. high. It will accommodate about 2,000 persons, and has been the scene of numerous important public gatherings. An organ was given by Lord Winterstoke, and members of the Wills family presented the clock and bells in the tower. The headmastership of Dr. Caldicott continued until 1883, when, after 23 years of honoured and strenuous work, he resigned and accepted a living at Shipton-on-Stour. Mr Robert L. Leighton then assumed control of the school, and during his headmastership he was instrumental in securing the land opposite the main entrance to the school, and in levelling the playing-field. On his departure in 1906, he was succeeded by the present headmaster, Mr Cyril Norwood. The school, as the result of modern developments, has a commercial side, and devotes considerable attention to science teaching. The Council, as the Technical Education authority, made a grant to assist in this part of the curriculum, and a number of city scholarships are held at the school. After the Boer War, Sir William Butler unveiled a memorial to old boys who had served their country in that protracted struggle. Interest in the Volunteer movement was stimulated by the formation, in 1880, of a cadet corps attached to the Bristol Volunteer Artillery Corps. After

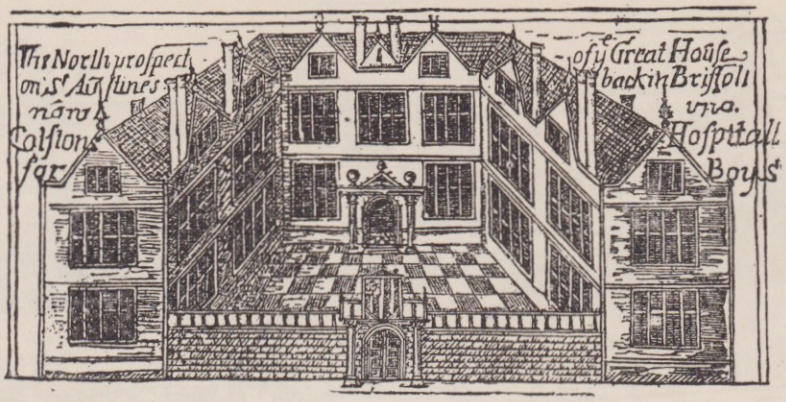


THE ORIGINAL COLSTON SCHOOL, ST. AUGUSTINE'S.
(Built by Sir J. Young, who here entertained Queen Elizabeth; Colston Hall occupies its site.)

a couple of years this cadet body came to an end, but the movement was revived in 1900, and the cadets were linked with the Bristol Rifle Corps, now the 6th Battalion Gloucester Regiment. The Territorial system, introduced in 1908, severed this connection, and provided for an entirely new organisation for cadets. An Old Boys' Society does useful work and helps to maintain that which is best in the traditions of the school, and this is also the case with Queen Elizabeth's Hospital, the history of which was so curiously interwoven with the sister institution. By the generosity of Mr Fenwick Richards, the Governors of the Grammar School in 1908 were enabled to enter upon the consideration of plans for an important extension of the buildings and work.

Another very ancient school is that connected with the Cathedral and carried on in buildings on the south side of that church. Lapse of time has made differences in the career of this school also. In 1876 a stimulus was given to its management, and for a few years a training college formed part of the scheme. Then, however, this feature ceased to exist. The scholars are limited to 120, of whom 18 are choristers of the Cathedral, and are educated free of charge. The Rev. H. W. Pate is headmaster, and from time to time, on prize days, examiners have borne high testimony to the value of the instruction given in this institution also.

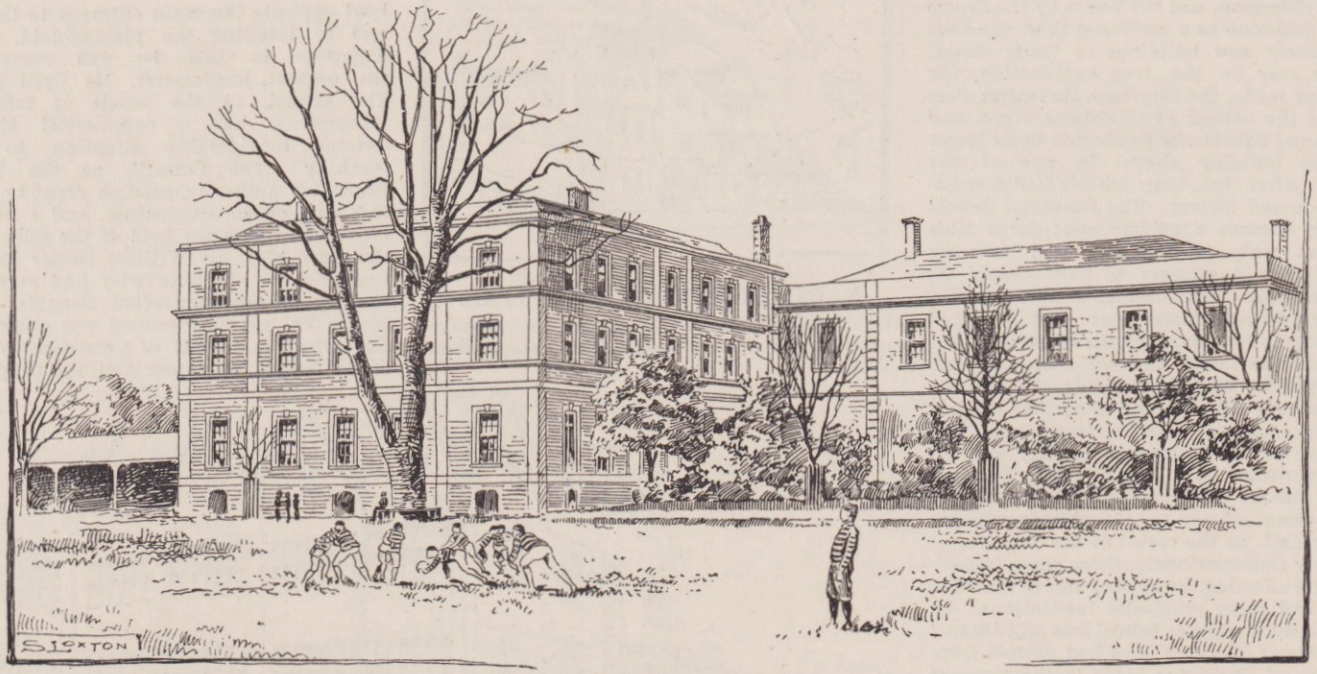
For a century and a half the Colston Boys' School occupied the ground where the Colston Hall now stands. Two of the sketches, reproduced from old pictures, give an idea of this fine mansion, built by Sir John Young on part of the site of the demolished Carmelite Friary. It was in this building as the guest of Sir John Young, that Queen Elizabeth kept her



THE ORIGINAL COLSTON SCHOOL, IN ST. AUGUSTINE'S.

(From a print showing "the North prospect.")

initiatory step was taken for removing from the historic Great House at St. Augustine's to the Bishop's Palace at Stapleton, vacated on the removal of the Diocesan to Gloucester. A vast amount of controversy had been caused by the extravagance of the Ecclesiastical Commissioners in the erection and adornment of the residence for the Bishop at Stapleton, and when, after being tenantless for a long while, it was purchased by the Merchant Venturers for the new Colston School, the £12,000 paid for it represented only half its cost. The removal of the school was the theme for much discussion. The change was declared to be contrary to the intentions of the founder. The matter subsequently drifted into the law court, and a petition was presented against the removal, but the

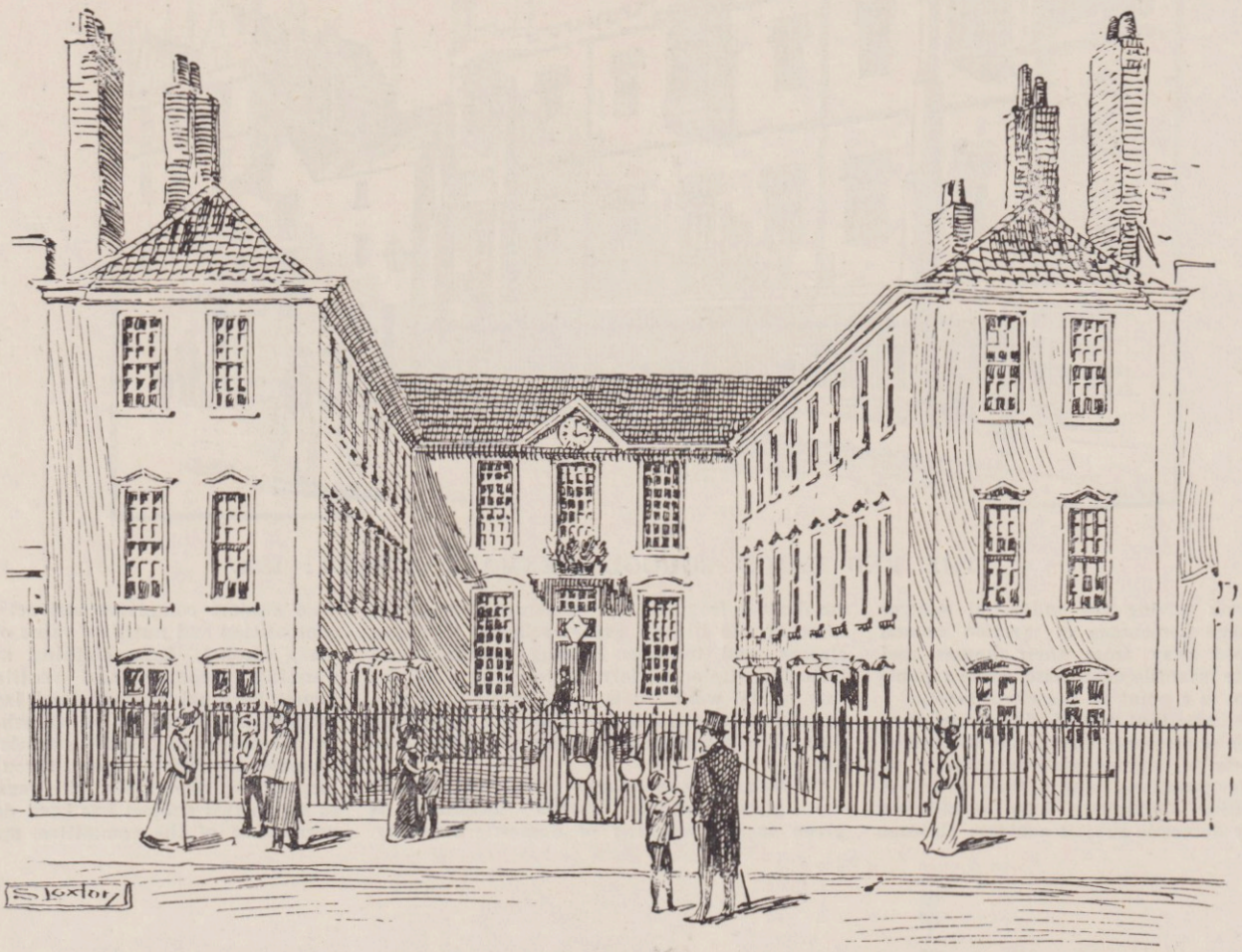


COLSTON SCHOOL, STAPLETON; 1895.

(Part of this building was erected as a Bishop's Palace.)

court when she came to the city in 1574. Other royal personages were also entertained in it, and, after the fierce fighting which occurred in its vicinity in the Civil War, the wounded were carried to the great house that their injuries might be attended to. Later, it passed from one owner to another, and became a sugar refinery. Then Edward Colston bought it, and in 1708 established his boarding school there. The Merchant Venturers' Society accepted the responsibility of becoming trustees. In 1858 the Master of the Rolls, on February 24th, 1859, declined to accede to its prayer. On October 21st, 1861, the change took place, and a local chronicler writing about it said "the school left our city in an undemonstrative, almost imperceptible manner." The Great House was demolished, to be succeeded by that other memorial to Colston, the finest hall in the city, and in the former palace of the Bishop the Colston boys received a substantial accession to their ranks. The Palace was adapted for school purposes by alterations and additions costing several thousands of pounds, and sufficient land was retained from the former estate to provide ample playground and other out-door accommodation. The Froom forms the boundary of the property, and has been utilised to provide a school swimming-bath. Drastic alterations were proposed by the Endowed School Commissioners which affected not only this foundation, but the Grammar, City, and Red Maids' Schools. The controversy, beginning in 1869, was not at an end until 1875, when a scheme was agreed upon and received the sanction of the Crown. One of its principal features was that instead of the boys being admitted by selection, on a patronage system, merit, as shown in examination, was made the test. Applicants are, of course, required to comply with other conditions laid down in the revised basis of constitution. Mr John Hancock for many years had charge of Colston School, and he was succeeded by Dr. A. Finn. In 1908 the celebration of the bi-centenary of the Colston School was considered, and, inasmuch as the school was not actually opened until 1710, the Governors decided the celebration should take place in 1910. In the meantime, a committee of Old Boys have been busily

engaged in raising a fund to erect a library and reading-room for the use of the boys. The interest of old boys in the school has been fostered by the Colston Fraternal Society, while the memory of the founder, Edward Colston, has been kept green by the gatherings, on or about November 13th, which would afford material for many questions as to how it came about that so much of the industrial work of the city was being done by women. Equally surprised would they be if at some of the higher scholastic institutions they found many girls, not engaged in plain sewing, sampler decoration, or stances were markedly different, would shake their heads somewhat doubtfully at some of the new departures, and feminine pursuits in the field of athletics would fill them with amazement. Whether these tendencies are wholly for good, or whether there is a danger of carrying them to an extreme, must be left for



STOKES CROFT ENDOWED SCHOOL AND ALMSHOUSES; ABOUT 1904.

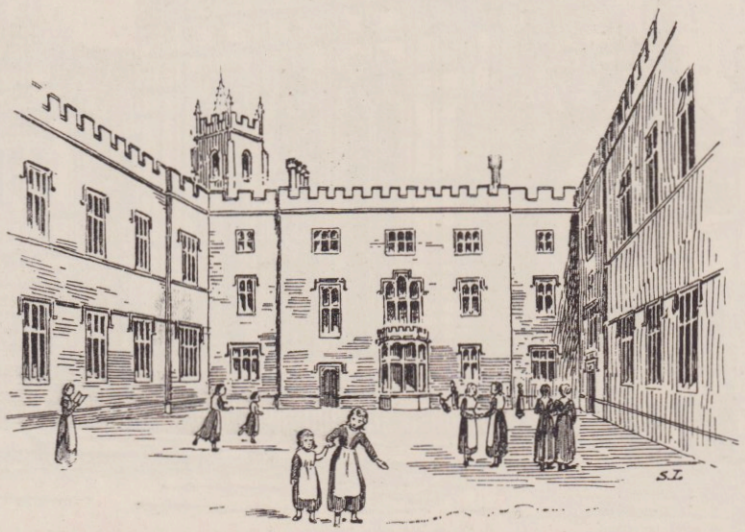
(The almshouses are on the two side wings, the school being in the centre.)

have attained a growing importance as years have passed.

Stokes Croft School was founded in 1722 by members of the Lewin's Mead Meeting, Mr Abraham Hooke, a merchant, being prominent in the enterprise. It has ceased to be a boarding-school, and this alteration has enabled a larger number of scholars to be admitted. Mr D. Churchill is the head master. In Bristol few names are better known than that of Mr J. T. Francombe, the head master of Redcliff Boys' School. This also ranks as one of the endowed institutions, but under the 1902 Act it came within the jurisdiction of the education authority in the same way as other voluntary schools. Temple Colston School entered into possession of the premises in Victoria Street in 1868. It ranks as one of the elementary schools of the city.

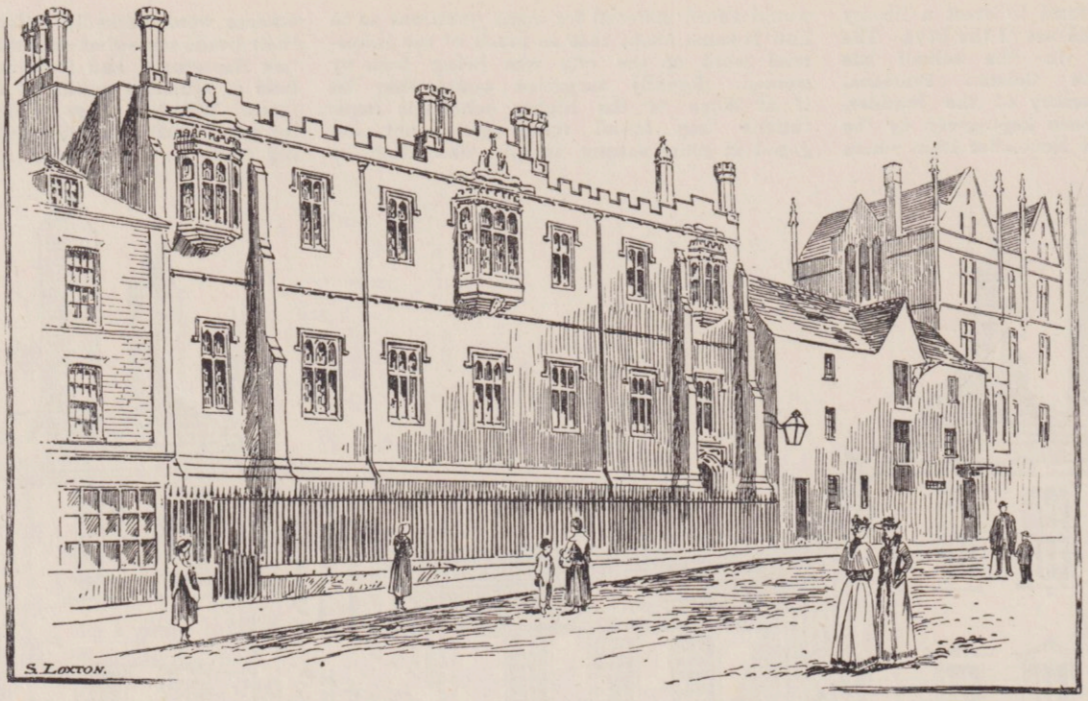
INSTRUCTION AND TRAINING FOR GIRLS.

The latter half of the nineteenth century produced a remarkable change in the general attitude with regard to the education of girls and the place of women in some of the activities of the busy world. Our great-grandparents would certainly be astonished if they could revisit the city and note some of its conditions. The great stream of girls and young women leaving the factories after their day's work even the etceteras of a finishing academy, but in experiments with ill-smelling chemicals, with problems of physics, and other studies involved in preparation for the B.Sc. degree. It is to be feared that matrons who lived when circum- others to discuss. The economic problem presented by the girl who works, not for a living but for pocket-money, has been discussed on a Bristol platform, and the subject generally is one of much complexity. Bristol does not,



COURTYARD OF THE RED MAIDS' SCHOOL; 1891.

(The church tower is that of St. Mark's, the Lord Mayor's Chapel.)

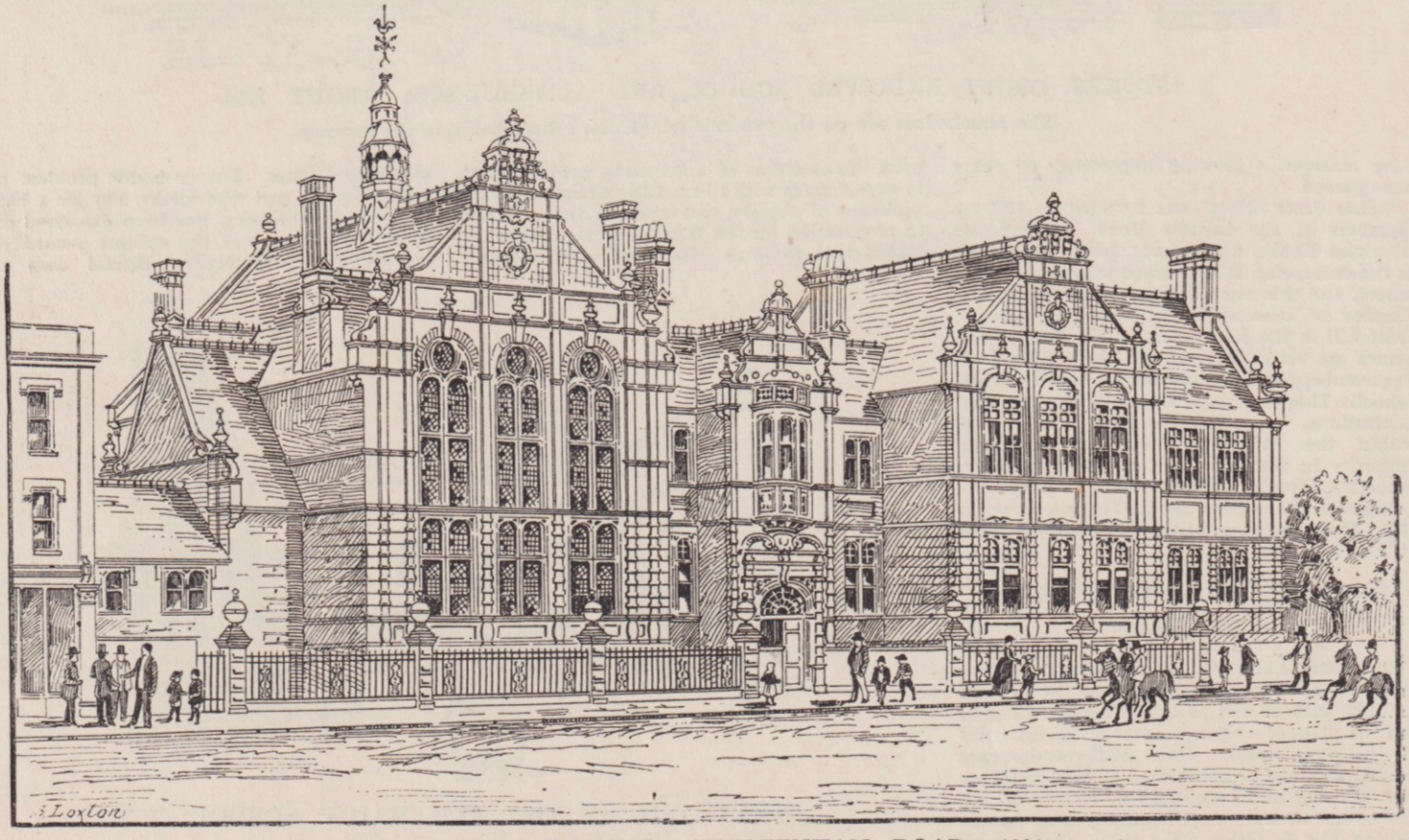


THE RED MAIDS' SCHOOL, DENMARK STREET: 1891.

however, rank among the industrial centres where a large percentage of married women are employed away from their homes, and the moderate infantile death rate, while capable of reduction, is a point in the city's favour.

About one important part of educational work in Bristol no controversy exists—the usefulness of the efforts to instruct girls in matters admitted to be peculiarly within their province. The Education Committee have established nearly forty domestic subject centres; children are drafted from all the elementary, and from some of the higher grade, schools to these classes, and teachers holding scientific and technical diplomas form a teaching staff for this special work. It is worth while making a somewhat long quotation from the Education Committee's report upon these and allied subjects:—

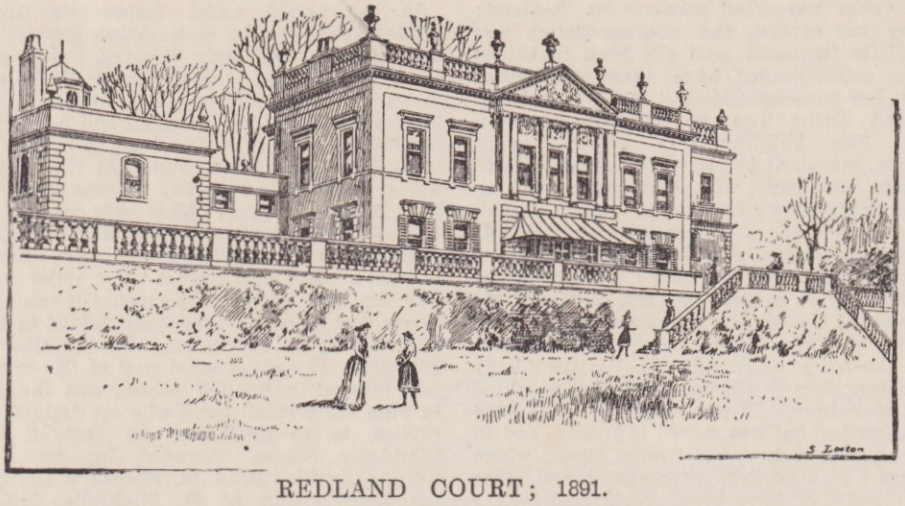
"HYGIENE AND LAWS OF HEALTH.—In the girls' schools special attention is given to the teaching of domestic economy. This subject comprises instruction as to the composition and nutritive value of food; beverages, alcohol, &c.; clothing and washing; warming, cleaning, and ventilating of the house, personal hygiene, and laws of health. Temperance is taught in all schools, and the head teachers of Council schools are required to make an annual report, through the school inspector in September, with regard to the way in which this subject has been dealt with. By permission of the committee, special lectures



COLSTON GIRLS' SCHOOL, CHELTENHAM ROAD; 1894.

on temperance are given in a certain number of schools each year by the lecturer of the Band of Hope Union; while the Bristol Humane Society encourages the teaching of kindness to animals by giving prizes for essays on the subject in a few schools each year.

"NEEDLEWORK AND DOMESTIC SUBJECTS.—Needlework taken in the elementary schools follows the committee's special syllabus, graded *as to difficulty for the different classes, and in-*



REDLAND COURT; 1891.

(Now the Redland High School for Girls.)

struction for infants consisting chiefly of knitting. Mending is very thoroughly taught, and in many schools on one afternoon weekly the lesson is occupied by the practical mending of garments brought from home. Cookery and laundry-work are taught as separate subjects to girls over eleven years old, who are thus qualified to attend the course of instruction in combined domestic subjects the following year. The object of this instruction is to quicken interest in the home surroundings, to teach 'whys and wherefores,' also the scientific principles which underlie the simplest domestic operations. By following these, accuracy is acquired, with consequent certainty of successful results, instead of using mere rule of thumb methods, which are often uncertain. The whole aim of the training is to develop observation, thought, and self-reliance, so that the ordinary duties of life may be carried on with intelligence. Thus, for the money spent, the maximum of home comfort may be secured with a minimum of waste. Children are taught how scraps and left-overs may be converted into a savoury meal; also, the many homely contrivances that can be substituted for bought expedients. Roasting, baking, stewing, &c., are taught by such homely and nourishing examples as stuffed baked heart and gravy, Irish stew, boiled mutton and vegetables, special cooking of vegetables, broth, vegetable soups, pastry and bread making; while in laundry work the proper methods of washing flannels, starching, and getting-up cuffs and collars, &c., are thoroughly taught. The instruction also comprises treatment of slight accidents, care of infants, principles of sanitation, care and renovation of clothes, care and choice of carpets, furnishing, cleanliness, the laws of health, suitable dietaries for different ages and conditions, apportioning an income, &c."

Closely associated with this extremely useful kind of teaching is the instruction given at the Training School of Cookery and Domestic Subjects in Great George Street, another of the Education Committee's many responsibilities. Cookery, laundry work, housewifery, dressmaking, hygiene, and ambulance duties are taught at this centre, the chief fault of which is that it is too small for the numbers who attend it. The training is such that students can qualify themselves for positions as teachers in these subjects. A certain number of girls from elementary schools may gain admission by scholarships; others come from schools in the suburbs, and a number of ladies desiring to improve their acquaintance with household duties also take advantage of this highly practical instruction. The principal of the School *of Cookery is Miss H. D. Atkinson.*

While the School of Cookery in Great George Street, established in 1893 by the Technical Instruction Committee of the Corporation, is one of the youngest in the list, the right of seniority may be claimed by the establishment founded by Alderman John Whitson for the instruction of the Red Maids. Whitson, in 1627, left property to the Mayor and Commonalty of Bristol to provide for "the maintenance and education of forty poor women children, the said girls to be apparelled in red cloth, and to be in charge of a grave, painful, and modest woman of good life and conversation." In addition to this somewhat overpowering guarantee of the respectability and fitness of the mistress, he put upon the "ancientist alderman's wife" the responsibility of supervising the work to be done. At a period when the Spartan system finds no place in educational methods, the terms of the seventeenth century foundation tend to produce a feeling of sympathy for the subjects of treatment that sounds rather repressive. Possibly, however, the girls found beneath the painful gravity of their teacher a kindly disposition, and that the wife of the "ancientest alderman" was not so formidable as the alderman's phraseology. Certain it is that the school prospered. Then it was thought *sufficient to ensure that the girls learned to read* English, to sew, and to do other work towards their support, but lapse of time has produced wider ideas with regard to education, and the curriculum has advanced to the higher grade standard. Moreover, about double the number of scholars contemplated by Alderman Whitson are boarded and taught in the institution in Denmark Street, his estate having proved a source of larger revenue than he anticipated. The governors annually set aside a sum of money in order that suitable scholars may pursue their studies after the ordinary school course, which terminates, as a rule, when the age of 17 is reached. A considerable proportion of the girls after leaving school become teachers. From the first the school appears to have been carried on in the vicinity where it now is. The historical record has it that "the first 12 maids chosen out of 12 parishes were, by order of the common council, placed in a house, the 4th October, 1634, situate near College Green, on the site of the Gaunt's Hospital, or house of St. Mark's." The present building was erected in 1840, and while it has a frontage to Denmark Street, the buildings extend back towards the Lord Mayor's Chapel. It appears probable that, in the near future, the long association of the Red Maids with Denmark Street will be brought to a close. The modern requirements of the Board of Education have led to numerous old schools being abandoned upon structural grounds, and it is owing to reasons of this kind that the removal from Denmark Street has become likely. Up to December, 1908, however, no definite action had been taken, although the matter had presented itself for the consideration of the governors. Miss Webb is the head mistress of the Red Maids' School.

BLUE MAIDS' ASYLUM, ASHLEY HILL; 1890.

One of the arrangements made when the endowed schools of the city were placed upon a basis believed to be more in accordance with modern conditions was that a Colston day school for girls should be established. The institution at Stapleton has a primary claim on the funds arising from the bequest of the

philanthropist, but in 1891 his trustees, the Merchant Venturers, were able to erect a commodious building in Cheltenham Road, the subject of one of the sketches. The object was to afford girls a high-grade education, together with facilities for the study of science, and it was designed for 300 scholars. The fact that it was filled almost at once showed that a need existed for such an institution. Since the opening additional accommodation has been provided, and in 1907 an important extension scheme was completed, an art room and several new classrooms having been erected on part of the playground. The school now accommodates 350 girls, and the extra room enables more of the work to be carried on at the rear of the block further removed from the noise of street traffic. Miss A. Smith, who was for some time head mistress, was succeeded by Miss E. M. Hughes. Under both ladies, valuable work has been done.

Clifton High School for Girls was commenced in 1876 as the result of an effort on the part of a number of leading citizens to provide further educational facilities. A large house in Worcester Avenue was secured, and there, as the work has grown, development has occurred also. Miss Woods, the first head mistress, was succeeded by Miss K. Burns, after whom came Miss Phillips. In another fine mansion, Redland Court, a corresponding movement provided Redland Girls' High School in the centre of a large residential district more to the north than Clifton. Here also the work has prospered greatly, and its high quality has been recognised. Mr C. W. A. Tait (himself an educationist), writing on "Educational Organisation in Bristol" in the British Association Handbook of 1898, used these words:—"These two high schools, at Clifton and at Redland, though absolutely independent and administered by different councils, have to a great extent been worked on the same broad lines, and have done much in their different quarters of the city to raise the standard of liberal and intelligent education of girls." At that time, Miss Cocks was head mistress at Redland; during her control the accommodation was materially increased, and the high traditions of the establishment have been maintained under her successor, Miss E. A. A. Shekleton. Redland Court has an imposing appearance. The building was erected as a country mansion by Mr Cossens, a retired London merchant, who also built and endowed the neighbouring Redland Green Chapel. The house had a succession of residents afterwards, one being Mr James Evan Baillie, a Bristol banker, who had much to do with the political life of Bristol from 1820 onwards. He represented the city in Parliament, and one of his elections is said to have cost him £27,000.

On the fringe of Brandon Hill is the Clergy Daughters' School, the head mistress of which is Miss Palmer. It was originally conducted at Gloucester, but was moved to Bristol, and in 1862 established in Great George Street, where a large hall, infirmary, gymnasium, and other accommodation have been provided.

Enough has been said to indicate the enormous change that has been made in the course of fifty years in the education of girls. The list of institutions engaged in this work is not limited to those mentioned in this brief survey. The Merchant Venturers' Technical College, the University College, the Kensington School of Art, of which the head master is Mr John Fisher; and the Municipal School of Art, where Mr R. E. J. Bush is principal, also have an important share in the education and training of girls and women.

In the period under review Mr George Müller's work for the orphans has grown enormously. In 1858 only two of the houses on Ashley Down had been erected, and, instead of 700 children, accommodation has been provided for the boarding and instruction of 2,050, a large proportion being girls, who are trained for domestic service. At the foot of Ashley Down is another orphanage — the Blue Maids Asylum. This was opened in 1795, its object being "to rescue poor orphan girls who have lost both parents, from idleness and vice," and still carries on a quiet work. The similarity of the name makes it necessary to say that there is a Blue Girls' School in Redcliff, having no connection with the other institution. The educational part of the work is now merged in Redcliff School, and the girls in blue are a small band who are trained, for service, in an institution on Redcliff Hill. Elbridge's School, founded by Mr John Elbridge in Fort Road, St. Michael's, for girls, has become part of St. Michael's National School.

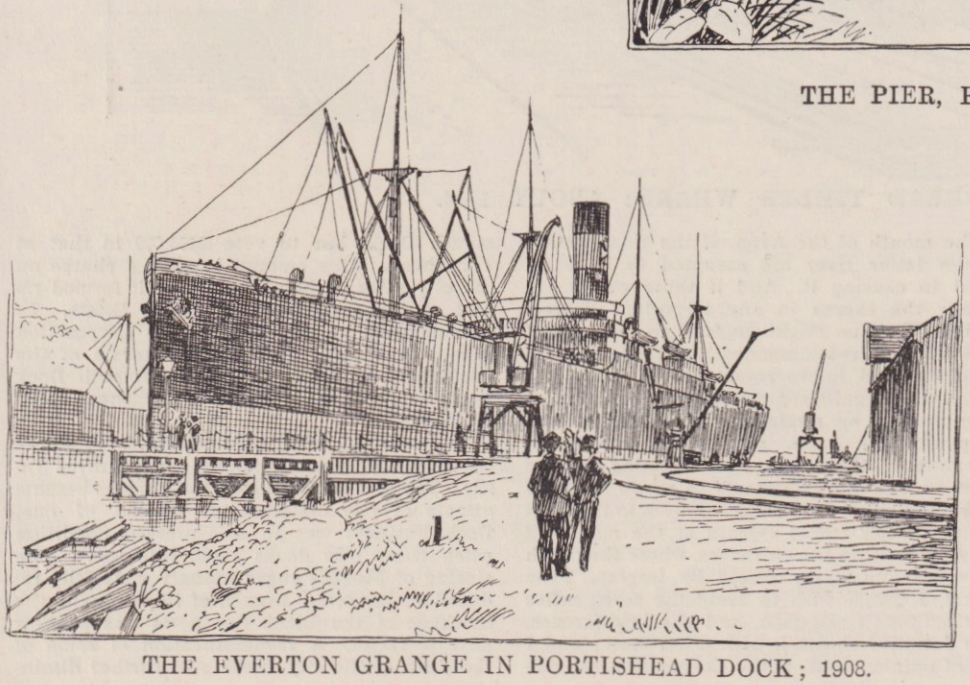
HOUSES IN OLD KING STREET; 1905.

BRISTOL'S CHANNEL DOCKS.

In preceding references to the Port of Bristol only one side of the story has been presented. The events which, in the past, made Bristol famous in shipping matters were, in the main, associated with the part of the Avon flowing through the heart of the old borough and the artificial course of the Froom constructed through St. Augustine's to join it. The formation of the Floating Harbour has been described, and a rapid survey made of the enormous advances at the City Docks during the past fifty years. Still earlier than 1858 the belief was operating in many minds that Bristol's future as a port would require docks nearer the sea. The mere spectacle of the winding Avon, coupled with a knowledge of the strong currents due to tidal ebb and flow, raised a doubt whether it was or was not possible to safely bring to the City Docks the vessels which in ordinary course would be engaged in ocean traffic. Two centuries before the Floating Harbour was constructed, and when there was only one other wet dock in the country—that at Rotherhithe, on the Thames—Joshua Franklyn, a Bristol merchant, sank a fortune, and others smaller sums, in the attempt to utilise for this purpose the creek at Sea Mills, where probably Roman galleys once landed their passengers. The enterprise was foredoomed to failure, although the inlet was found by privateers a very convenient one to put in and prepare for another cruise. Much later the construction of the Port and Pier Railway, and the consequent bridging of the creek, closed it to all but the small craft, the masts of which could be lowered. The sketch, made from a photograph taken in 1891, shows more of the old dock masonry than now remains, and the huge block, balanced on a tiny neck, seen in the centre of the picture, has fallen.

In the middle of the nineteenth century, while bolder spirits pictured the time when larger ships would berth at the river's mouth, owners of property and others whose interests were closely linked with the City Docks feared the result of such a departure, and strenuously resisted any movement in that direction, while a

THE PIER, PORTISHEAD; 1906.



THE EVERTON GRANGE IN PORTISHEAD DOCK; 1908.

third section consisted of those who doubted Bristol's ability to play the part the more courageous advocates of port progress proposed. In addition to these differences of opinion there was another. The efforts of those belonging to the first section were, to a considerable extent, nullified by disagreement as to the scheme best suited to the city's needs. There were thus all the essentials for an almost endless controversy.

A SUCCESSION OF SCHEMES.

The leading proposals which occupied Bristolians during the period may be briefly recapitulated. In 1830 Mr Milne suggested a pier 800 feet long at Portishead. In 1839 Mr Brunel proposed alternatively three plans—one for a large entrance to the Bristol Docks and other improvements; another for docks nearer the channel; and the third for a long pier at Portishead. Sir John MacNeil, in 1841, suggested a pier at Portishead. Mr Rendel, in 1852, proposed an eighty-acre dock at Avon-

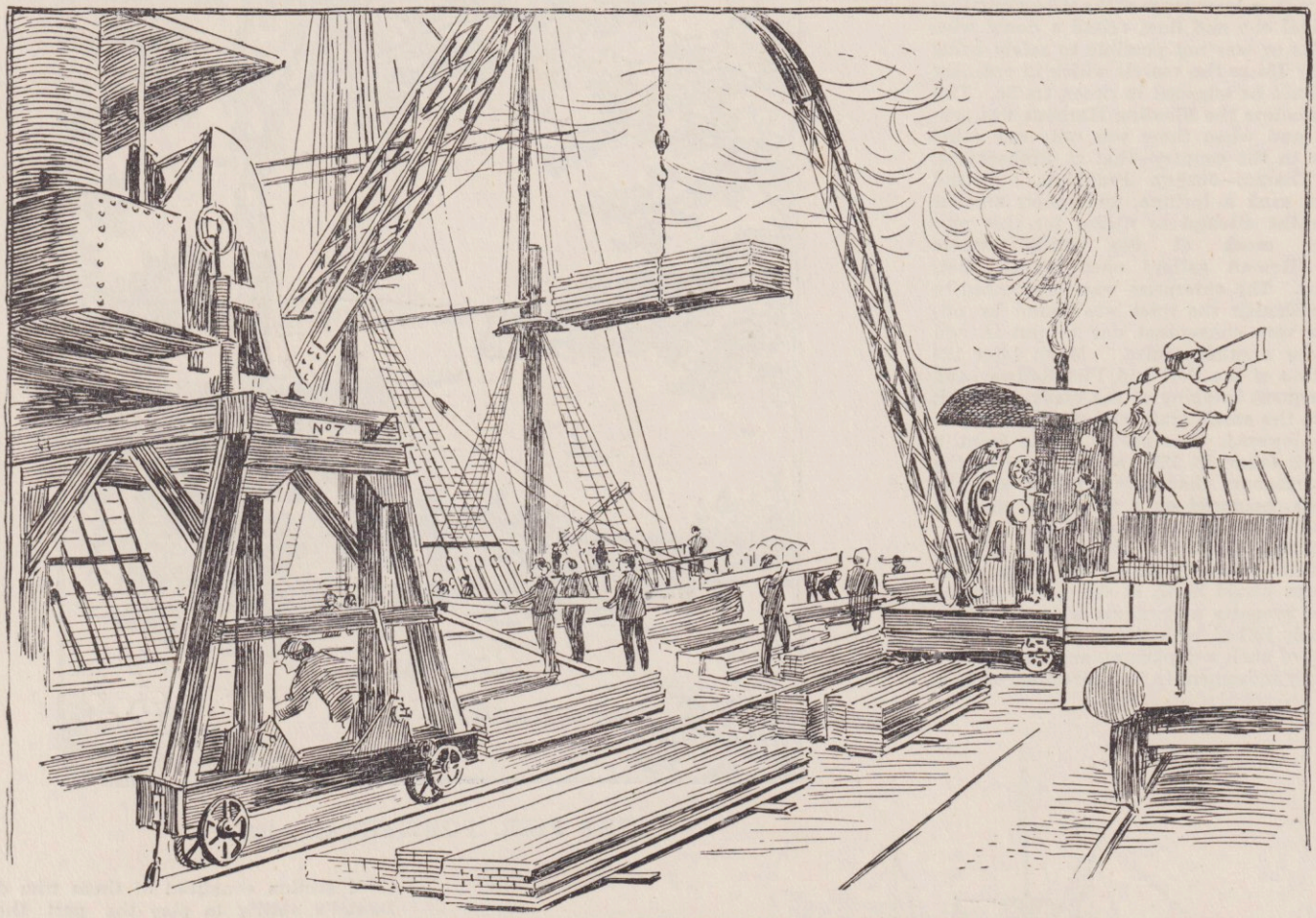
mouth, with other works on a bold scale, and estimated the cost in all at a million and a half. Mr C. F. Thomas, in 1853, devised a novel plan. The works were at Portishead, and one feature was the cutting of a ship canal through Portishead Hill. There were to be large docks at Portishead and a channel across the flat Somersetshire meadows to the Avon at Pill. Mr Thomas, evidently, was not afraid of a big outlay. Mr Neale, in 1853, also contemplated a dock and piers at Portishead. In 1858 Mr Thornton placed before the city a scheme for a dock at Avonmouth, and also for the dockisation of the river. The proposal was on a very large scale, the dimensions of the Great Eastern, which there was an idea of accommodating, being to some extent the basis of the engineer's plans. The entrance dock at Avonmouth was, for instance, to be 800ft. long and that of the graving dock 895ft. Two years later the same engineer submitted plans for a smaller dock at Avonmouth. Mr Parkes and Mr Green in 1859 advised the improvement of the river between Pill and its mouth, and Mr Howard, engineer to the Docks Committee, advocated the dockisation of the Avon at an estimated cost of £800,000.

SIR JOHN HAWKSHAW AND DOCKISATION.

The Council then consulted Sir John Hawkshaw, who, in 1860, said he thought Mr Howard had placed the cost of dockisation too low, but added: "A main question for consideration, which lies at the root of the whole matter, is, how far the anchorage at Kingroad would be affected by the entire abstraction of the tidal waters of the Avon, which such a scheme involves. This is a question not easily solved, and would admit of a great variety of opinions. I have been unable to arrive at a satisfactory conclusion about it, but it is evident that a conviction of the absolute safety of such a step is necessary before the plan can be entertained; and the Admiralty would have to be made to concur in that conclusion before they could be induced to sanction it. You may, by comparing the total volume of water in the Avon with that in the Severn above Kingroad, be helped to draw conclusions as to the effect on the Severn, as a whole, of depriving it of the tidal waters of the Avon; but no safe conclusions can be drawn from such comparisons as to the consequences to the anchorage at Kingroad. To determine this question conclusively would require a long and careful examination of the bed of the Severn, and of the strata underlying the banks and shoals at and near to the confluence of the two rivers. I can at present see nothing in the configuration of the river Severn that will sufficiently account for the deep water at the mouth of the Avon, if the tidal waters of the latter river are assumed to have no effect in causing it. And if those waters are among the causes in any important degree, their abstraction might be fatal to the port of Bristol." He recommended the straightening, widening, and improvement of the river, but added the significant words, "I am not of opinion that by straightening, widening, and deepening the Avon, you will secure ocean steamers of the largest class coming up the Avon to Bristol. It appears to me to be more probable that, if such steamers were to frequent the port, they would remain at the mouth of the Avon, within the entrances, where the depth of water and space would be largest. They would, I think, wish to avoid the seven miles of circuitous navigation, and the interference, in a confined channel, with other craft; and I am of opinion that, if the Corporation are disposed to invest money on the faith of securing ocean steamers, they will be likely better to succeed by constructing a steam dock at the mouth of the Avon, for the sole accommodation of such steamers, and connecting the dock with Bristol by a railway laid on the margin of the river." Mr Page also disapproved of dockisation, and submitted plans for a 25-acre dock at Avonmouth.

RUINOUS COMPETITION.

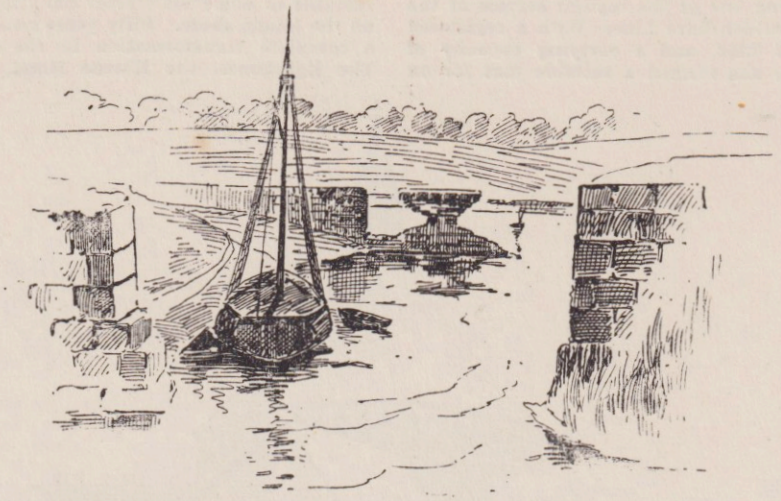
After the Council declined to take action, Avonmouth Dock was left to be constructed by a company with much financial difficulty. The Port and Pier Railway came into use in 1865, during the progress of the docks undertaking. While the Avonmouth dock scheme was being carried out, the Portishead Dock appeared as a rival, and the Council, in July, 1872, resolved not to aid the funds of Avonmouth Dock, but to vote £100,000 to that at Portishead. This amount became a charge on the city rates, it being held that it formed no part of the capital of the Docks Estate. In consideration of the advance, the Corporation were represented upon the directorate of the Portishead Dock Company. Avonmouth Dock was opened in February, 1877, Portishead Dock in April, 1880.



PORTISHEAD TIMBER WHARF: ABOUT 1904.

The effort of civic representatives to evade the responsibility of channel docks proved futile. The end of it was that the citizens became owners of two undertakings instead of one. Dock business was in a depressed condition when these new docks came into use. The closing of Finzel's sugar refinery materially reduced an important branch of imports, and the blockade of the Black Sea ports was another adverse factor. A re-classification of some of the dues at the city docks still further dimin-

ished the revenue. Dock and city dues on shipping and goods, which in 1877 totalled £69,289, by 1882 dropped to £39,504. Further Corporation inaction was clearly fraught with peril, and trade was being diverted from the city docks by a system of allowances, which accentuated the competition. A working agreement with Avonmouth and Portishead put an end to these rebates in the summer of 1882, but the acquisition of both concerns by the city was thought to be the best way out of the difficulty, and, after protracted negotiations, terms were agreed to, and, upon September 1st, 1884, the Corporation assumed control. Bristol secured the docks at less than they had cost the respective companies, but that cost had been increased by the financial conditions under which the money had to be raised, whereas the Corporation, had they been builders, could have borrowed at low interest. The course of events not only led to a division of dock interests between Portishead and Avonmouth, but also left the city over-supplied with accommodation for steamships of a certain size, while the huge liners afterwards built could not be locked into either dock.

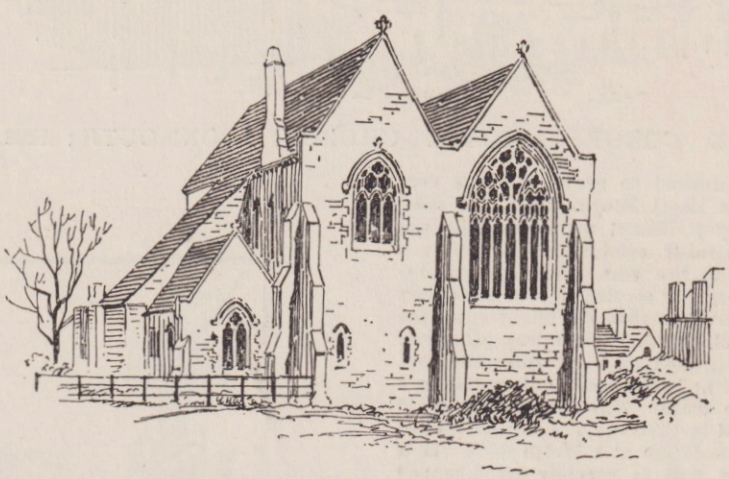


REMAINS OF THE SEA MILLS DOCK, 1891.

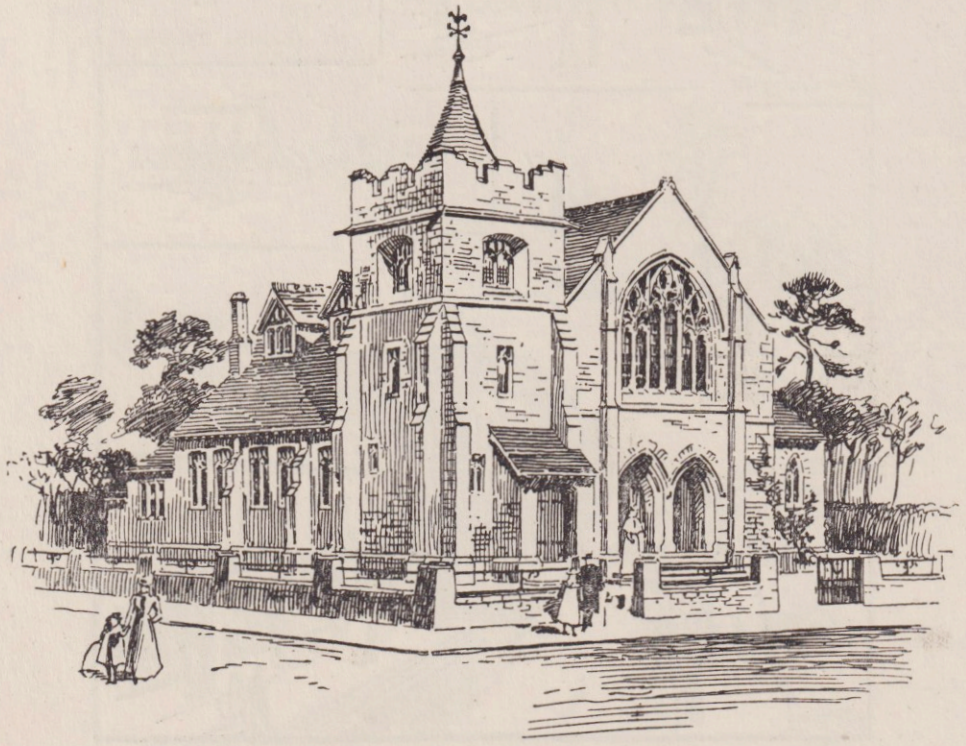
PORTISHEAD DOCK.

Portishead Dock when purchased cost the city £250,000. It has an area of 12 acres, with extensive shed accommodation, a granary for 60.000 quarters, with elevating machinery and other facilities. The length of the entrance lock is 444ft.; the depth of water on the sill varies from 24 to 34ft. at neap tides and spring tides respectively. In addition to the accommodation which the undertaking afforded on its acquisition by the city, a fine wharf has been constructed in the dock for the accommodation of timber-laden vessels, together with sheds and stacking grounds and railway lines. The travelling cranes, railway lines, and general arrangement of this timber wharf won the enthusiastic approval of the large gathering of timber merchants who inspected the wharf at its opening a few years ago. They prophesied that the economies in handling timber at Portishead must necessarily command business, and their prediction has been justified by the results. In 1908 an agreement was arrived at for the utilisation of a portion of Portishead Dock for the importation of petroleum spirit now used in enormous quantities. The Anglo-Saxon Oil Company, as a consequence, undertook to establish a depôt with facilities for discharging from tank steamers direct into the huge cylindrical reservoirs used for the storage of mineral oils. Including the purchase money, the expenditure at Portishead since its acquisition by the city has amounted to about £322,000. The dock is well situated, has a good access from King-road, and the balance of engineering opinion appears to be that if ever Bristol constructs a low water pier it will be at Portishead.

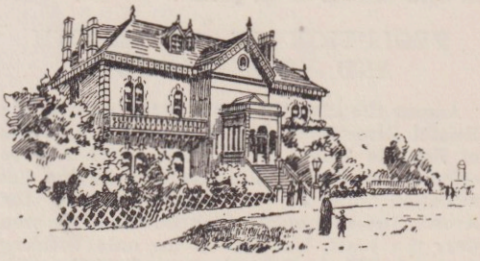
Large steamships have at times used the dock. One of the sketches shows the Australian liner Everton Grange lying on the eastern side of the dock, loading for Melbourne, Sydney, Newcastle (Australia), and Brisbane, in May,



ST. ANDREW'S CHURCH, AVONMOUTH; 1903.



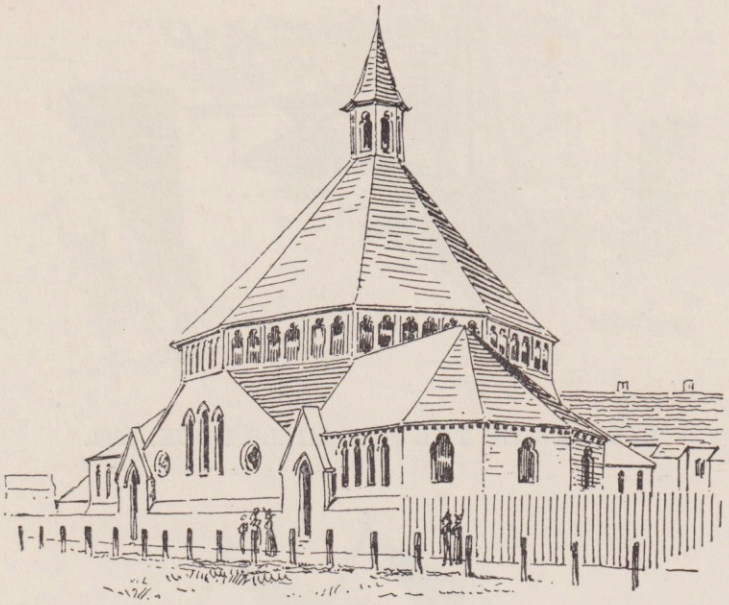
CONGREGATIONAL CHURCH, AVONMOUTH; 1908.



AVONMOUTH HOTEL; 1891.

1908. She had come to this port in the ordinary course, being one of the regular service of the Federal-Houlder-Shire Line. With a registered tonnage of 7,202, and a carrying capacity of 11,500 tons, she formed a suitable text for an advocate who desired to prove that the construction of the Royal Edward Dock was absolutely necessary if Bristol wished to keep the trade it had already established. It was not her first visit to the port, but, although belonging to a regular service, it was necessary to time her arrival so that she might enter the dock on the level. In other words, lock gates had all to be thrown open for her to pass through, her length (490ft.) being greater than the lock at either of the docks. When her arrival could not be arranged in that way she was compelled to seek accommodation at a Welsh dock. It is obvious that a port is severely handicapped when it has to do business under such conditions. The owners of the Everton Grange on this occasion selected Portishead because it gave them rather greater time for loading, &c.

Portishead Dock is within the municipal area of Bristol, but Portishead itself is not. The fact that the Corporation are the chief landowners in the district has given Bristol a special interest in Portishead, and was one of the factors that affected the Council's policy in dock matters in the past.



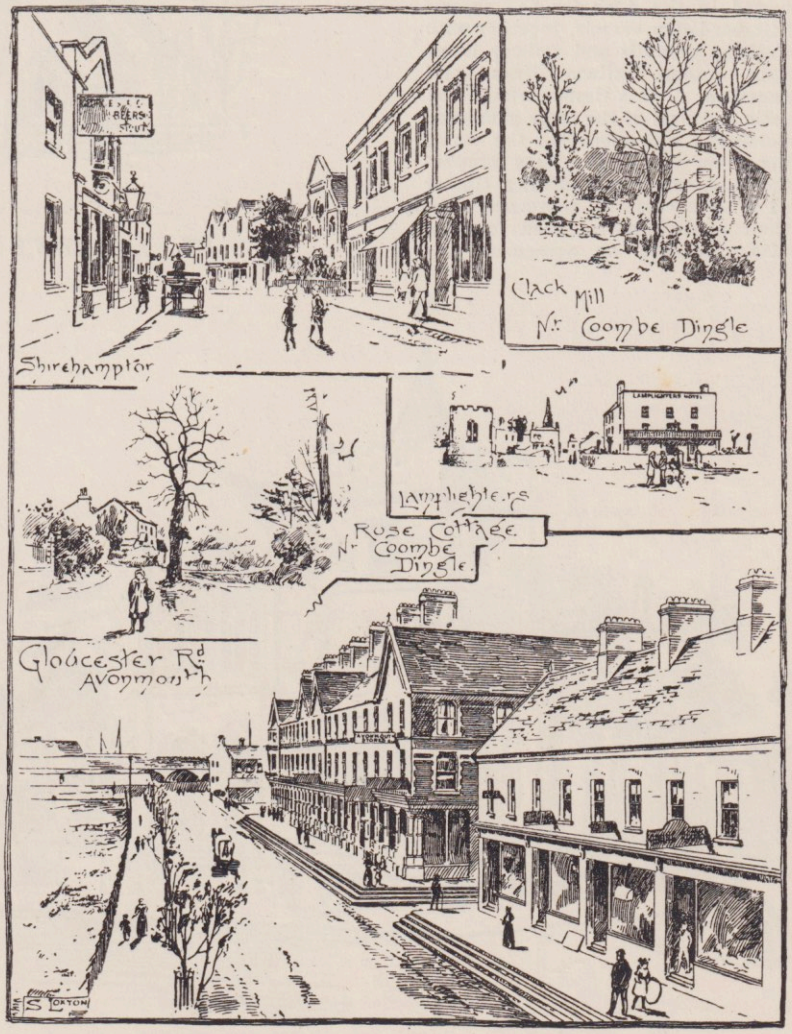
OLD CONGREGATIONAL CHURCH, AVONMOUTH; 1898.

EVOLUTION OF AVONMOUTH AND SHIREHAMPTON.

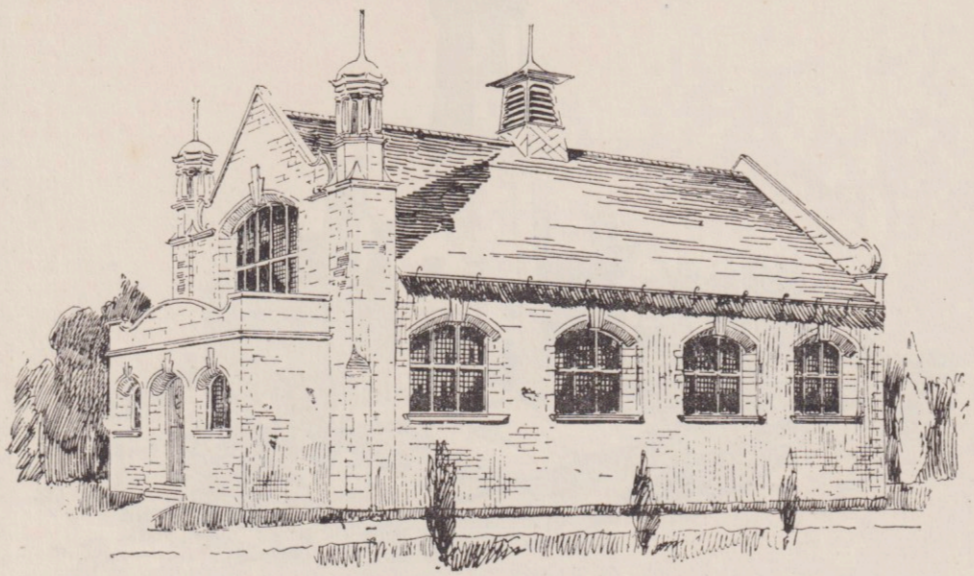
Among the advertisements bound up with the Bristol Directory of 1859 is a small engraving of Penpole Point; in it a lady, with a large crinoline and a small parasol, is having her attention directed to the mouth of the Avon. The Avonmouth Lighthouse can be seen near the coast, but that is the only building depicted. Elderly Bristolians speak of Hooper's Marine Hotel as being then in existence, but the artist did not choose his standpoint so as to include this in the picture, and the Avonmouth suggested is a lonely area of flat land, raised but slightly above the level of the high tide, and without promise of the busy township it has since become. No railway connected it with Bristol; there was little to attract visitors, and the only feature of interest noted by the Ordnance surveyors on their map of 1875-89 was the Gibbet Pole. Its position on the fringe of Dumball was chosen so that it might, in olden times, act as a warning to evil doers who saw it from the sea, and it requires but a small exercise of imagination to picture the remains of some malefactor dangling dismally on the lonely shore. Fifty years have produced a complete transformation in the panorama. The lighthouse, the Marine Hotel, and even the mouth of the river upon which the artist looked down, have all gone. A new Avonmouth has sprung into existence, a thriving township has followed the construction of railway and dock, important industries are rising on the once deserted area; by sea large steamers link it with many distant parts of the world; by land railway lines assist in the distribution of the cargoes they bring. In fifty years between four and five millions of money has been spent in making Avonmouth what it is, and yet it is apparent that the place is only at the beginning of its history.

The opening of the Port and Pier Railway in 1865 was one great step towards changed conditions. Passengers now alight at the Dock Station, around which the town has sprung up. In the earlier years, however, the traffic was chiefly to a station half a mile further on. From it a wooden pier extended down to the river, and occasionally excursion steamers commenced their trips from it. The silting up of this mouth of the river has been briefly mentioned in a preceding page, but the phenomenon is sufficiently interesting to merit a more detailed explanation.

In a chart dated 1693, a large promontory on the Somersetshire shore caused the Avon to make a bend to the north before finding its outlet. Donne's map of the environs of Bristol, issued in 1770, shows the Avon still following its old course, but has a thin line marked as crossing the promontory and named "The Swash." By this less circuitous route small craft at high water could go straight across from the Severn towards Pill. This Swash channel seems to have gradually deepened, but the old North way was still in use in 1852, when Mr



AVONMOUTH AND ITS VICINITY; 1894.



BAPTIST SCHOOL CHAPEL, SHIREHAMPTON; 1908.

Howard, the docks engineer, of Bristol, made a survey of the locality. The Swash way was, however, becoming more and more used for light vessels, till at last the new channel became so deep that the Somersetshire promontory was cut off from the county to which it belonged, and became Dumball Island. This was the position when the pier was made in 1864. The pier communicated with the North channel, and the promoters of the undertaking evidently believed it would continue to exist in spite of its young and growing rival through the Swash. For a year expectations seemed to rest on good grounds, for there were then 65ft. of water in the channel, and Irish steamers and others used to land their passengers at the pier. Then the silting up of the old channel began with great rapidity, and in 1871 it was reported there were only 8ft. of water left. The process went on, the gulf between Avonmouth and Dumball grew shallower as high tides left their muddy deposit; grass gradually extended from the two banks, and eventually the greensward covered the site of that which had been for centuries the main waterway from Bristol to the sea. In this way the Somersetshire promontory, first severed from its old county and made into an island standing between two tidal mouths to the river, became part of the Gloucestershire shore, when the northern stream was filled up by one of those freaks of nature which, arising ofttimes from inexplicable causes, have an important bearing on human interests and schemes. For several decades the 25 acres of ground thus transferred by nature remained in Somersetshire, but in 1886 an inquiry under the Divided Parishes Amendment Act was held, and Dumball, an island no longer, was declared to be within the jurisdiction of Gloucestershire. The land was wisely acquired by the Corporation of Bristol, by boundary extension it was brought within the municipality, and then became part of the site of the Royal Edward Dock.

Near the old station and pier the Avonmouth Hotel was built. Tea and shrimps at Avonmouth became a popular objective in a half-holiday programme, while the hotel gardens and the fêtes held in them, at Easter and Whitsuntide, attracted thousands of pleasure-seekers from Bristol.

The Volunteers, too, quite early turned their attention to Avonmouth. The Artillery Corps, soon after formation, received from the War Office several large guns. These were hauled down to Avonmouth, and firing practice took place at a target floating in the sea. This, however, was only a temporary arrangement prior to removal to Battery Point, Portishead. In 1865, a fine rifle range was established along the coast beyond the Avonmouth Hotel. Bristol Riflemen ceased to practice firing from the valley below Sneyd Park at targets on the opposite side of the Avon, and, until the projection of the Royal Edward Dock caused another removal, shooting regularly took place at Avonmouth.

The construction of Avonmouth Dock was an even more potent factor than the railway in bringing a resident population to Avonmouth. Progress, however, in this direction was slow. The bulk of those employed continued to find houses in Bristol, and the extension of the line through Clifton Down, coupled with the issue of workmen's cheap tickets, enabled dock workers to travel from East Bristol to the mouth of the river as well as from the Hotwells Station. When the Royal Edward Dock was commenced there was a much larger demand for house accommodation at Avonmouth and Shirehampton than could be satisfied, in spite of the fact that a number of the navvies engaged lived in "huts" erected by the contractors, John Aird and Co. As time passed, however, Avonmouth more and more assumed a town-like character. New streets were laid out, shops were built, and public buildings began to make their appearance. Shirehampton also experienced the impetus due to an increasing population. The Avonmouth Congregationalists, who for a long period held services in the octagonal building shown in one of the sketches, erected a new church, and devoted the old structure to auxiliary purposes. St. Andrew's was initiated by the Church of England, and a portion of the design has been carried into effect. The Wesleyans also established themselves at Avonmouth. A voluntary school was opened in 1886, enlarged in 1889, 1897, and 1903, and transferred to the control of the Bristol Education Authority in 1904. The question of further school accommodation has been under the consideration of the Education Committee, and for a time the insufficiency led to temporary use being made of the Masonic Hall, in Portview Road, for school purposes. This hall was opened on October 18, 1904, by Lord St. Aldwyn (then Sir Michael Hicks-Beach), Provincial Grand Master of Gloucestershire. It cost about £2,000, and was intended to be of service for public gatherings as well as Masonic engagements. A galvanised iron building has so far had to serve the purpose of the Seamen's Mission, but in addition to the need of a better structure, the continuance of this temporary building has created difficulty owing to the requirements of city by-laws.

One of the finest pieces of roadway in the city of Bristol is to be found at Avonmouth. From the main road to Bristol, St. Andrew's Road runs north for a mile and a quarter without a bend. West of it, along nearly the whole of this distance, the frontage is Corporation land, upon which it is hoped that new industries will be established, the advantage of a manufacturer having steamships and railways at his doors being obvious. To the East an estate plan shows that the land has been blocked off into factory sites, and a light railway skirting St. Andrew's Road has been projected so that this industrial quarter may be directly linked with the joint lines to the South, and with the Severn Tunnel Junction Railway in the opposite direction. A small park, neatly laid out, and a cricket ground minister to the pleasure of the residents of Avonmouth, and abundant

THE GREEN, SHIREHAMPTON; 1890.

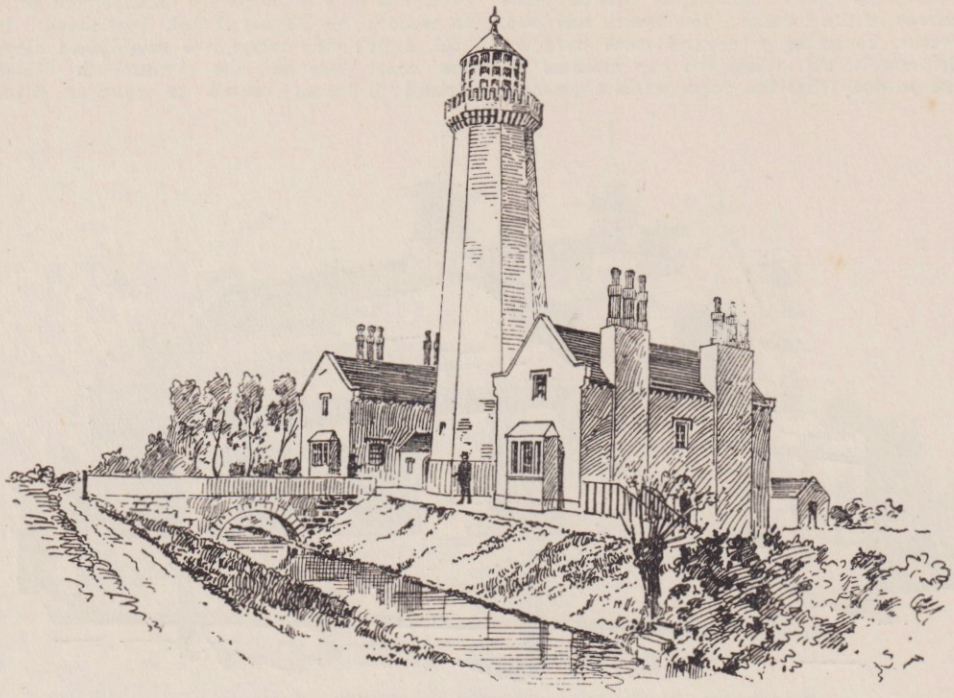
space has been reserved for new shops and dwellings for the population that is to be.

At Shirehampton, too, building operations are changing the character of the once rural village. The way to the railway station has been much widened since the City Council assumed control, and facing this fine road, a public library and hall have been erected on the one side, and a Baptist school chapel on the other. Another new church in the locality is St. Bernard's (R.C.).

Both Shirehampton and Avonmouth have been embraced within the municipal area of Bristol.

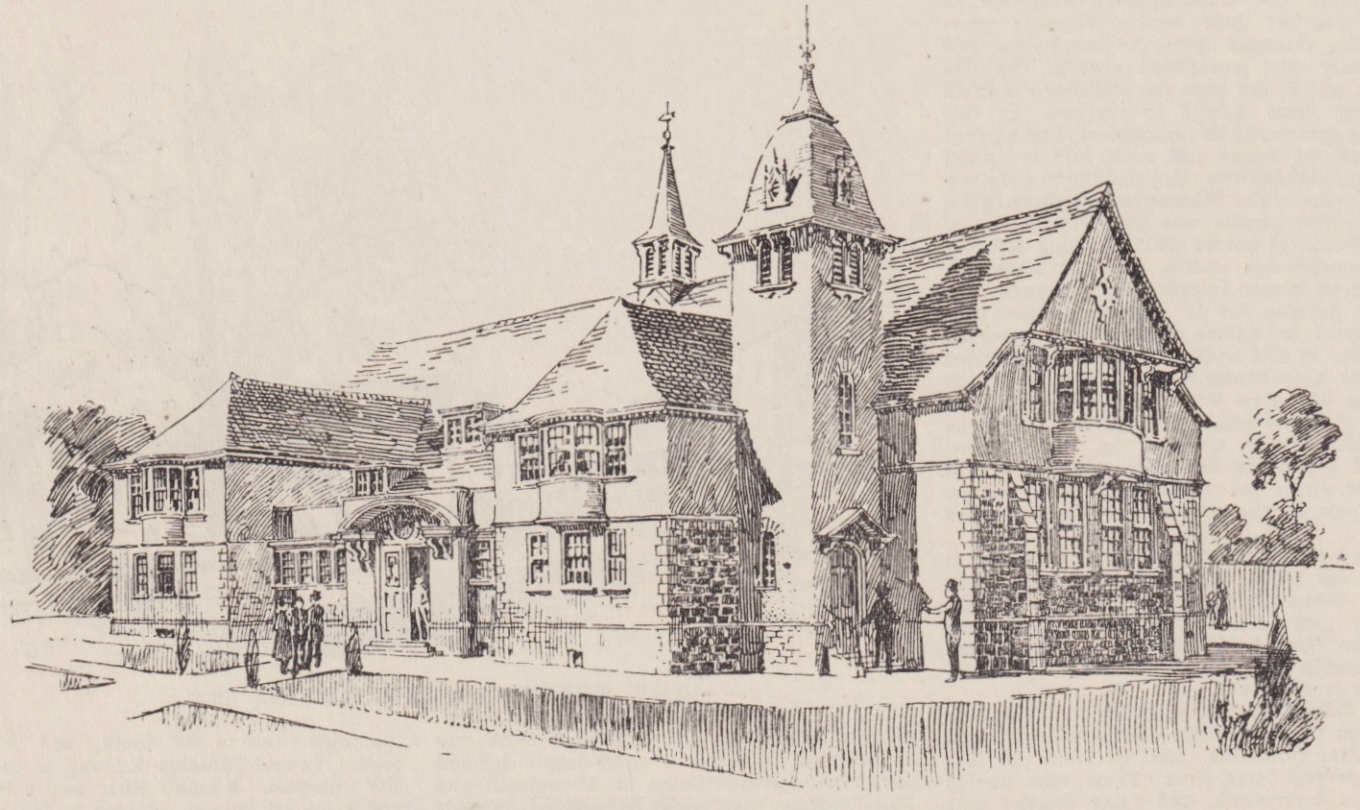
OPENING OF AVONMOUTH DOCK.

The first sod of Avonmouth Dock was cut by the late Mr Charles Nash on August 26th, 1868, a contract having been entered into for the sum of £383,000. The total cost, however, considerably exceeded that sum. The opening, on February 24th, 1877, aroused enthusiastic public satisfaction that the work had been completed, and made ready "for the commerce of the whole world." The arrangements for the event were simple. The Mayor, Sir George Edwards, with a party of invited guests, sailed on board the Juno from Cumberland Basin, and crowds, lining the quay walls, cheered as the vessel started on her brief voyage. Bristol kept holiday, thousands went to Avonmouth, and there was much enthusiasm when the Juno entered the lock and the Mayor declared the dock open. The company present included many of the leading citizens of Bristol at that date. The engineer of the dock was Mr James Brunlees, and the resident engineer Mr J. B. Mackenzie. The Chairman of the Company was Mr P. W. S. Miles, the directors being Mr Charles Nash (deputy chairman), Mr Hew Dalrymple, Dr. Goodeve, Mr T. T. Taylor, Mr C. J. Thomas, Mr Mark Whitwill, Mr G. R. Birt, Mr W. H. Wills (now Lord Winterstoke), and the Secretary, Mr H. E. Penny. No one who has studied the history of the port can doubt the utility of the enterprise thus initiated. The dimensions of the dock and its entrance were regarded as ample for the steamships in which the commerce of the future would be carried. It was not then expected that before many years had elapsed steamers with cargoes for the port would have attained such a length that the locking in would become an impossibility under the arrangements of 1868. If there were any who imagined that the purchase of the Portishead and Avonmouth concerns in 1884 meant a prolonged period of quietude and freedom from recurrent dock problems, they must have been woefully disappointed. Questions were continually calling for solution, and proposals to increase the facilities of the port were almost perpetually found to be engaging the attention of the Docks Committee, the Council, the Chamber of Commerce, and of those citizens who took an interest in public movements. Some of these plans have been carried into effect; others have merely served to add to the voluminous



AVONMOUTH LIGHTHOUSE; ABOUT 1891.

(The structure stood on ground required for the Royal Edward Dock scheme. It was pulled down and eventually replaced by a new lighthouse on the Royal Edward north pier.)



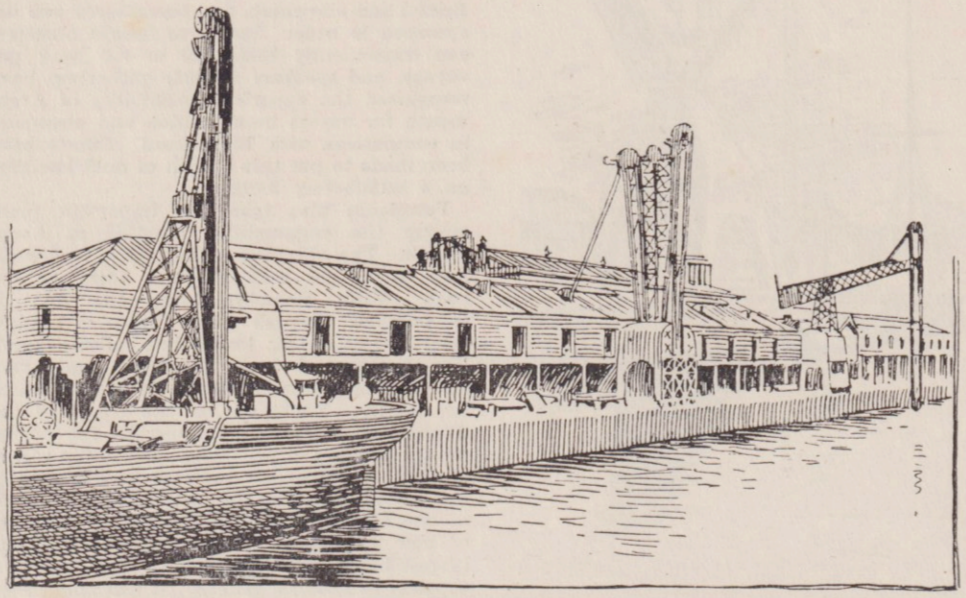
PARISH HALL AND LIBRARY, SHIREHAMPTON; 1903.

reports to which dock questions have given rise.

THE IMPROVEMENT & EXTENSION OF AVONMOUTH DOCK.

Leaving for a time the wider theme, and looking to the development of the older dock at Bristol (using the word to include the three docks), and on their way down channel load up with coal at Welsh ports. Bunker coal is also comparatively cheap, and is conveniently loaded from trows brought alongside the outgoing steamer at Avonmouth or the other docks.

The lack of graving dock accommodation at



GRAIN ELEVATORS AND TRANSIT SHEDS, AVONMOUTH DOCK; 1907.

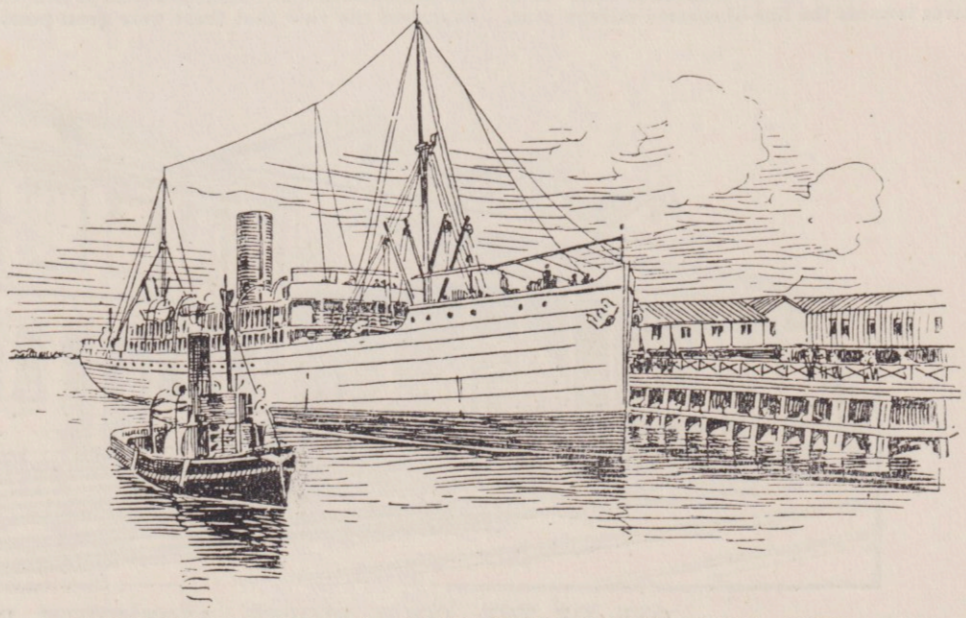
at Avonmouth, it is found that while the Corporation paid £550,000 for the purchase, roundly the sum spent on enlargements and improvements had, by 1908, raised that figure to a million sterling. One of the difficulties with which dock managers are familiar is due to the irregularity of the business. A visitor may see a fine basin almost empty on one occasion, and yet, a couple of days afterwards, the puzzle is to find berths for the ships and warehouse room for the commodities they bring. This has been experienced at Avonmouth. As a consequence the original area of sixteen acres has been increased to nineteen acres by the construction of an arm, 800ft. by 180ft., extending from the Eastern wharf in a southerly direction. Some of the old sheds are still in use, but excellent new sheds have been erected on both sides of the dock, so that while the quayage has been increased to 4,800ft., the warehouses have an area of 20 acres. A lofty granary for 75,000 quarters has been built to the West of the dock, the grain being distributed to the desired part of the building by an elevator and a system of travelling belts, driven by electric motors. Grain elevators capable of discharging from 60 to 100 tons per hour have been provided. Twenty-nine steam and hydraulic cranes, lifting from 30 cwts. to 30 tons, form part of the equipment, the 30-ton crane being specially intended for loading coal. During the past twenty-five years much has been said about the possibilities of establishing a coal export business at the port. There was a suggestion that collieries in the Bristol and Somerset fields might, given suitable railway rates, engage in this business. But the demand for local coal coupled with the proximity of the Monmouthshire and Welsh fields, with their more abundant supplies, have retarded the development of this branch of business at the port of Bristol. But if, on the one hand, the fact that such a plentiful supply of coal is available at Newport, Cardiff, and Barry has hindered coal exporting at Bristol, it constitutes an important advantage to this port to have cheap fuel so readily available. Many vessels discharge their cargoes

the mouth of the river has been another theme occupying attention, and upon which opinions have differed materially. To supply the need at Avonmouth a pontoon dock was ordered and placed at the south end of the Avonmouth basin. It has a lifting power of 3,800 tons, a length over the blocks of 365ft., a breadth at the entrance of 60ft., and a depth over the sill of 19ft. With the Royal Edward Graving Dock available the Docks Committee believed this pontoon dock unnecessary, and in the summer of 1908 authorised its sale, should a customer be forthcoming.

A new hydraulic pumping engine house has also been built at Avonmouth, and pumps have been laid down to make good loss by locking during neap tides. The railway sidings have been very considerably extended. The Council understood when purchasing that a valuable asset was to be taken over in the form of work on the dock railways for which a charge could be made on the railway companies. The phraseology of the Act of Parliament, however, failed to secure this power, and after prolonged and costly litigation the companies obtained decisions of the High Court in their favour, the result being the disappearance of a substantial item of revenue from the dock accounts. When clauses were being drawn up for the Royal Edward Dock, conditions were inserted to prevent the business there also coming under the same ruling.

SOME BRANCHES OF BUSINESS.

The importation and distribution of provisions from Canada have for years been an important part of the business at Avonmouth, both the Canadian Pacific Railway and the Dominion Company using for this purpose steamers with a carrying capacity of about 8,000 tons. At a later date than the establishment of these services, when the New Zealand Government were taking steps to extend the export of produce to Great Britain, Avonmouth was selected as the first port of call on the West coast. Previously the trade done had been chiefly through London, and the attempt to get it into channels which would, the New Zealand Government believed, be more favourable to that country, met with opposition from those whose interests were bound up with established conditions. Preliminary difficulties were, however, overcome, and large quantities of Colonial meat, butter, cheese, &c., are regularly brought to the port of Bristol. Connection with Australian ports is also given, and steamers run from Avonmouth to South America. Business of this kind has emphasised the importance of quick despatch and of avoiding damage to perishable commodities while they are at the docks. In both particulars Avonmouth has acquired an excellent reputation. Cold stores with about 220,000 feet cubic capacity form part of the dock property; they stand close to the wharf at which

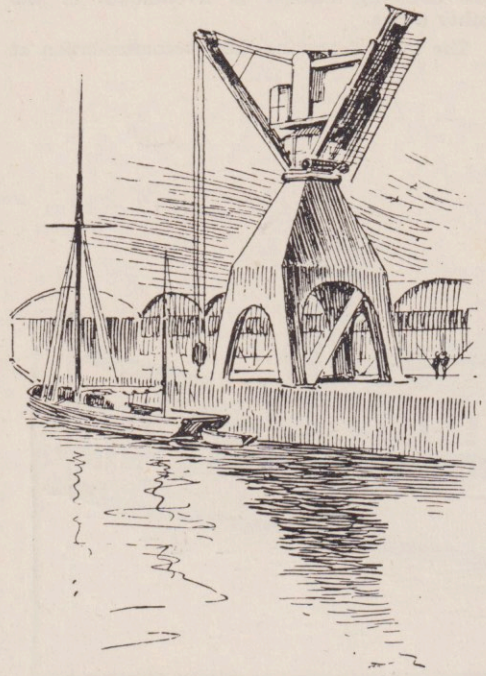


A JAMAICAN LINER AT AVONMOUTH DOCK EAST PIER; 1907.

the cargo is landed; goods can be removed from the steamer's refrigerated chamber to the adjoining cold store on shore; and, when market conditions require distribution, specially designed railway vans, cooled by ice, are brought alongside the store for the reception of the produce. Mr J. A. Ruddick, the Canadian

Dairy Commissioner, when in this city, spoke very favourably of Bristol's treatment of the imports from his country, and a well-known shipping paper, the 'Journal of Commerce,' of Liverpool, in one of a series of special articles on "British Ports," in 1907, declared that "for quick despatch, in loading or discharging, the dock (Avonmouth) is second to none in the kingdom." This writer went on to say that "as a banana import port the dock ranks second to Manchester. It is a common occurrence for 50,000 to 60,000 bunches to be put into trucks and despatched to all parts of the kingdom in eight hours. The record for despatch is the ss. Montrose, which discharged 6,423 tons of cargo and took in 1,500 tons of bunker coal, all within 58 running hours." The Montrose is one of the Canadian Pacific Railway Company's boats trading to Montreal. The banana business owed its inception to Sir Alfred Jones, who, by arrangement with the Colonial Office, renewed the link between the port of Bristol and the West Indies, but with conditions vastly differing from those under which it was formerly maintained. The beautifully appointed steamships of the West India Imperial Direct Mail Service Company, Ltd., running from Avonmouth to Kingston in Jamaica, have done much to bring the West Indies within the range of tourists and to extend the use of West Indian commodities in Great Britain. Passengers and mails are landed at a station attached to the Avonmouth East Pier, where a special train for London is in waiting. The popularisation of the banana resulting from the huge consignments brought by these liners led Messrs Elders and Fyffes to build other steamers for this business, some of the consignments being brought from Costa Rica. The two services supply Bristol, and the wide area it serves, with a banana cargo each week. Special warehouses constructed at the Avonmouth Dock for this trade have a capacity of nearly a quarter of a million cubic feet, but a considerable part of the fruit goes direct into railway vans drawn up on the wharf. The consignment of bananas in one vessel ranges from 30,000 to 50,000 bunches, and the despatch of these forms an interesting scene at the fruit wharf. Quite a procession of men passes by the side of the ship where the bunches are delivered, and, as it moves towards the line of covered railway vans, an experienced foreman, noting the nature of each bunch, performs a rapid mental classification, and indicates into which van it shall go.

One of the contrasts between Bristol of 1858 and 1908 is the all-year-round supply of fruit of great variety enjoyed by the later generation. The large West Indian bananas were not procurable until the Avonmouth service was commenced; for a time prices were a penny and a penny farthing each, but the cheapening process has gone on until excellent fruit can be had in the streets at two, and even three, a penny. Grape fruit and Jamaican oranges have also been popularised. Apples from the Antipodes supplement the consignments from Canada, and arrive at a period when fruit grown in the Northern hemisphere is becoming scarce. A large number of leading men in the fruit trade visited Bristol during the construction of the Royal Edward Dock, and, after inspecting the arrangements at Avonmouth and at Bristol, expressed the view that there were great possibilities in store for the port in this particular business, although they had not in the past been fully utilised by importers and merchants. The Jamaican steamers also bring a number of live turtles, and many a metropolitan banquet owes its turtle soup to these consignments.



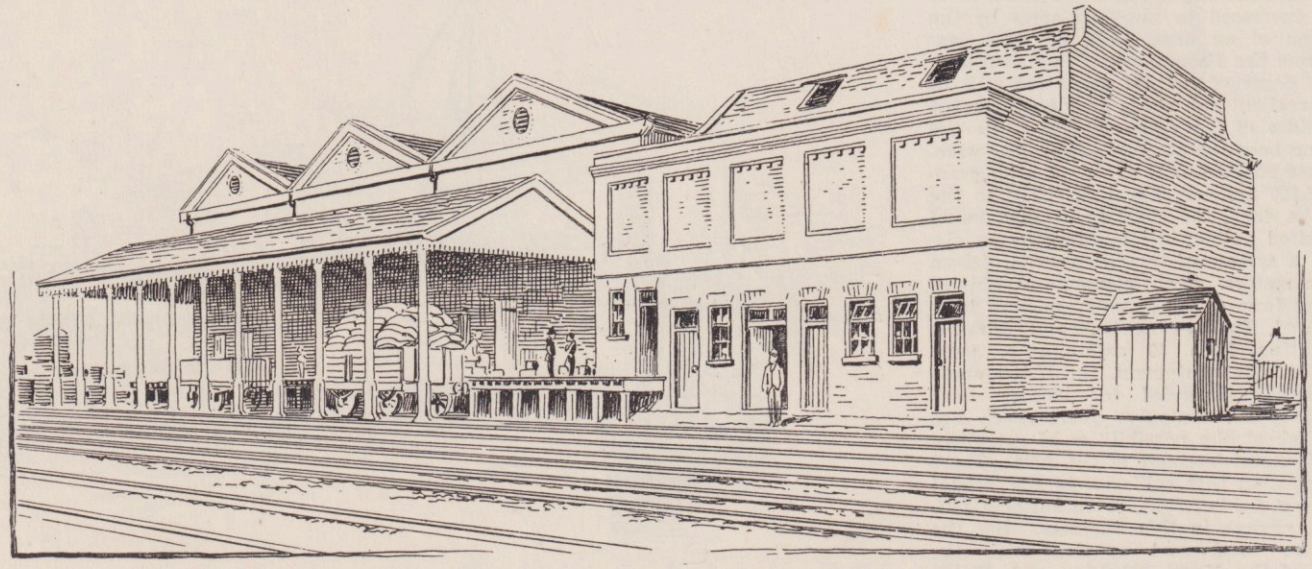
HYDRAULIC CRANE, AVONMOUTH DOCK; 1908.

(It is equal to a load of 30 tons.)

Facilities have been provided for a large business in cattle. There are at Avonmouth lairages for a thousand beasts, an auction ring, an abattoir, and chill rooms. The embargo on the importation of Canadian store cattle has deprived the port of one part of the trade for which it is equipped; but everyone who has studied the question has agreed that Avonmouth ought to be an important centre for the meat trade, fat beasts being landed at its foreign animals' wharf, sold to buyers from Bristol and elsewhere, and slaughtered and despatched to order. Canadian freight steamers can conveniently bring 500 or 600 head per voyage, and speakers at trade gatherings have recognised the superior accessibility of Avonmouth for buyers from London and elsewhere in comparison with Birkenhead. Efforts have been made to put this branch of dock business on a satisfactory footing.

Petroleum also takes an important place among the commodities handled at Avonmouth. The old plan of importing in barrels may almost be said to be a thing of the past. Tank steamers bring the oil; it is pumped through pipes into cylindrical reservoirs on shore; loaded into railway travelling tanks, and from the town depôt sent out to shopkeepers in tanks on wheels drawn by horses. There are on the fringe of the Avonmouth Dock Estate reservoirs for storing a huge quantity of petroleum, and in the winter of 1908, an important increase in the imports was foreshadowed by the extension of the depôt of one of the companies engaged. A number of new cylindrical tanks were erected, the largest being 90ft. in diameter, and having a capacity of 1,680,000 gallons. It was announced that the importation of a grade of petroleum suitable for fuel purposes would be one of the directions in which development would take place at Avonmouth; while, at Portishead, motor spirit, which on account of its volatile nature has to be handled with great care, would be imported in bulk, special arrangements being made for this purpose.

There are many other branches of business at Avonmouth, among which is grain. The demand for cargoes of cotton seed and linseed has been stimulated by the establishment of mills in close proximity to the City and Avonmouth Docks, at which these products are utilised for the manufacture of oil and cattle cake. Timber also comes in considerable quantities in the large general cargoes brought by trans-Atlantic steamers. During the last decade a gratifying increase has occurred in exports. At one time it was a serious drawback that Bristol had no back cargoes to offer vessels bringing thousands of tons of imports. Bristol is not the

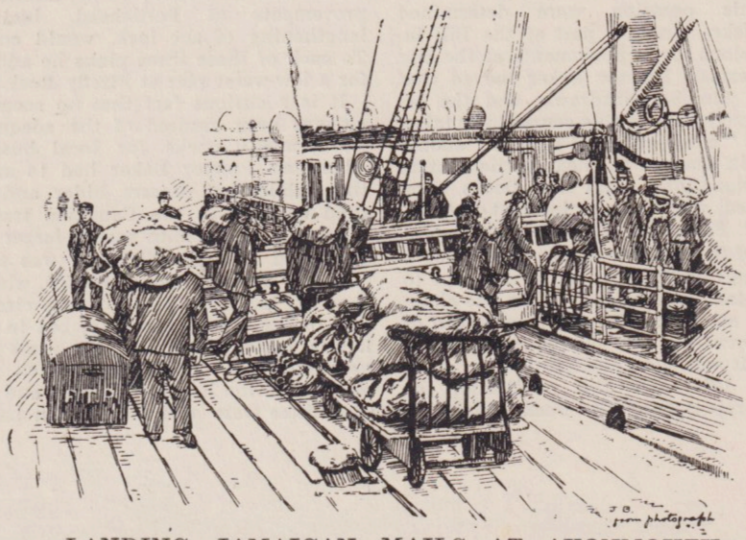


ONE OF THE COLD STORES, AVONMOUTH DOCK; 1897.

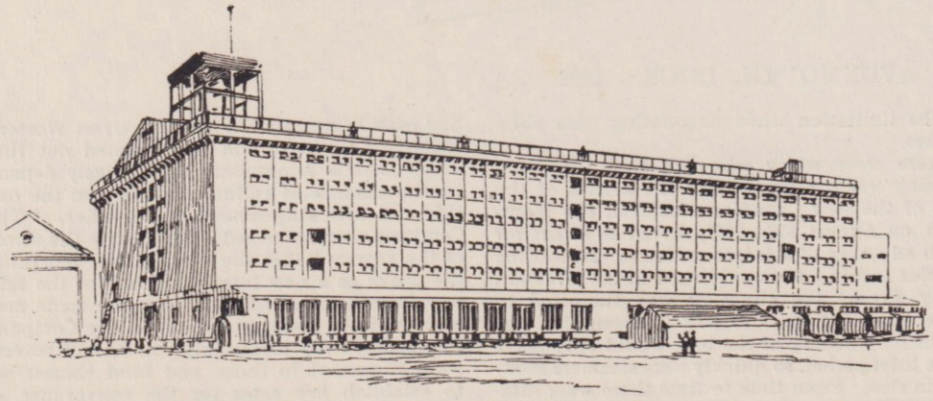
only port where this difficulty arises, and happily, here, it is to some extent being overcome. The exports of Bristol, however, are not to be measured by those sent out from the city's wharves. How large the proportion which still travels by routes adopted when Bristol had not its present shipping facilities it is impossible to calculate, but it is known to be considerable, London and Southampton profiting by having become the ports for the despatch of Bristol-made goods. Considerable Bristol imports, too, still come viâ Liverpool.

THE GROWTH OF STEAMSHIPS.

One other event forms a sequel to what has been already written with regard to the growth of steamships. In 1890 and for some years later vessels of five thousand or, at the outside, six thousand, tons capacity, appeared to be the maximum size likely to be engaged in Bristol's trade. This meant that the Avonmouth lock was adequate. It was 454 feet in length and 70 feet in breadth, and the depth of water over the sill varied from 26 feet at neap tides to 37 feet 6 inches at spring tides. Vessels of 420 or 430 feet over all could be locked through. When the nineteenth century was near its close, however, the Docks Committee found themselves confronted by a new problem. Shipowners were discovering the economies of big vessels, and those that were to be provided for the Canadian trade at this port could not be locked into either of our docks. The Engineer (Mr McCurrich) suggested the lengthening of Avonmouth lock by 110 feet, at a cost of £45,000, but Sir J. Wolfe Barry preferred a cheaper plan, and, acting on his recommendation, a caisson was constructed so that it might fit into a groove carved in the entrance masonry outside the outer gate. The estimated cost of this was £20,000, and it accommodated vessels about 475 feet long. Pending the completion of this expensive enlargement, serious difficulty at times occurred owing to ships being delayed outside, and since that time the need of a larger lock has frequently been felt in the conduct of the undertaking. This, however, is one of the considerations that led up to the construction of the Royal Edward Dock, the history of which has now to be dealt with.



LANDING JAMAICAN MAILS AT AVONMOUTH.
(From a block kindly lent by Mr R. C. Tombs.)



THE GRANARY, AVONMOUTH DOCK; 1907.

THE ROYAL EDWARD DOCK; ITS HISTORY.

In previous pages the development of facilities for shipping at Bristol, Portishead, and Avonmouth have been briefly described, the construction of the Royal Edward Dock having been left for separate treatment. Features of its history are indeed interwoven with those of other port improvements. The advocacy of docks at the river's mouth for the largest steamers has again and again stimulated those who did not approve of such a policy to urge the improvement of the existing equipment as the wiser course. Such measures, however, only delayed the realisation of a larger scheme. In glancing over the story told from day to day in reports from officials, recommendations from the Docks Committee, discussions in the Council, resolutions and memorials of the Chamber of Commerce, and expressions of public opinion in various forms, a reader is struck not only by the remarkable series of obstructions and delays, but also by the fact that in the end the boldly progressive policy emerged stronger than ever, and supported by a widening circle of adherents.

Six years after the acquisition of Avonmouth and Portishead Docks the question was being asked: Could not Bristol secure mail and passenger services, for which, geographically, it was better suited than other ports? At that date the maximum size of steamers engaged in this business was 550ft. That length seems small enough eighteen years later, but it was 80ft. too long for Bristol's most spacious lock, and therein lay the difficulty. In 1890 reports were demanded on the subject of a dock and a low water pier. In the documents constituting the reply the Docks Engineer of that day (Mr J. Ward Girdlestone), appears as an ardent champion for an extensive scheme. One of the features of the agitation which followed was the proposal to form "The Bristol Ocean Mail Pier Company, Ltd.," which (with capital to be procured from London—it was not quite clear who was to supply it)—was to construct a low-water pier to Firefly Rock at Portishead. Although the Council were not asked to contribute, they were to have four out of the seven seats on the board of management; but this did not win their support, and the scheme disappeared.

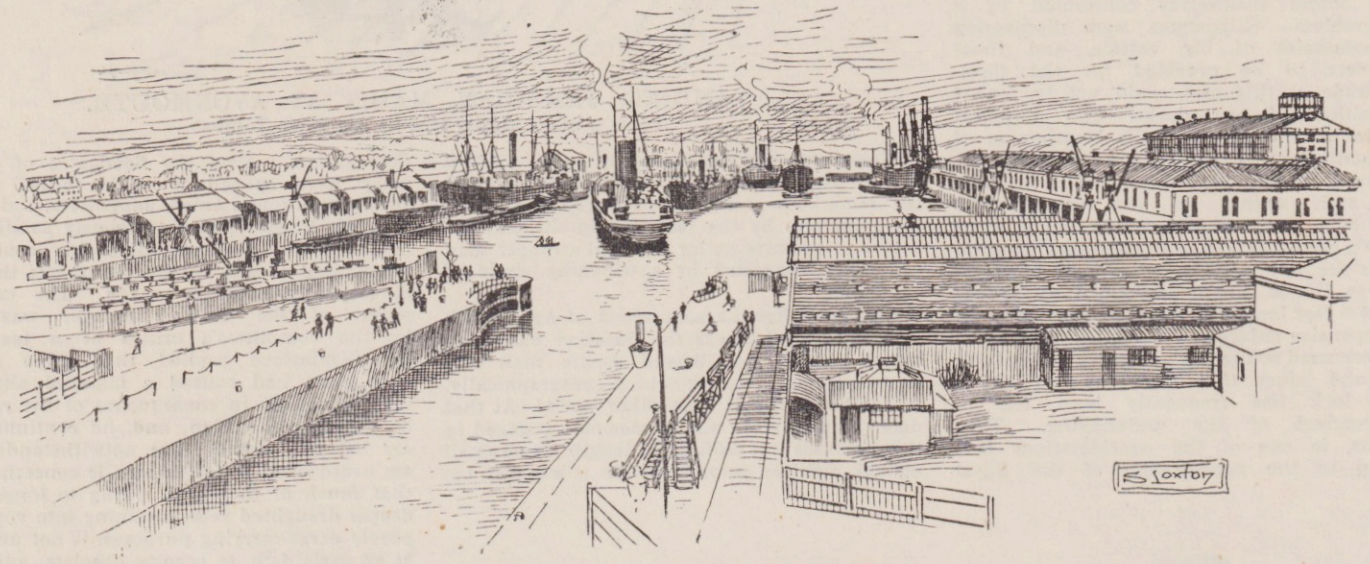
In 1892 the Docks Committee put forward a plan for a new dock, the cost of which was to be about a million. Mr J. Ward Girdlestone had resigned, and Mr J. McCurrich was his successor as Docks Engineer. It was his proposal —a smaller edition of the Royal Edward Dock —which was submitted to, and approved by, the Corporation. Soon the floodgates of controversy were opened to their fullest extent. Dockisation found ardent supporters, and Alderman W. Proctor Baker vigorously assailed the conclusion of the committee, his contention being, that it was in the city docks that the development must be made. The cautious report of the Docks Manager was used by the committee's critics as a text, but Mr Girdlestone replied that three and a half years had caused a material alteration in the problem in consequence of the rapidity of shipping evolution, and, he continued, "I am led to conclude that notwithstanding we are overdocked so far as area is concerned, yet that much of that area, owing to longer and deeper draughted vessels coming into vogue for purely cargo-carrying purposes, is not unlikely, at an early date, to become obsolete, and that, unless we can accommodate such new type of vessel, our merchants may be handicapped and our port suffer in reputation." Hence he thought that Bristol might be "compelled shortly, at any rate," in order to maintain existing trade, to provide at least further locking facilities. "If simultaneously we provide pier and dock accommodation superior to that offered elsewhere for liners of the largest class, then," continued the Docks Manager, "I am more hopeful than I was in 1890 that such traffic will in time be attracted. But to think that it can be secured immediately these works are completed, except by the citizens themselves finding the necessary capital for the vessels, viz., about £2,000,000, is, I think, taking a very rosy view. Any dock manager will tell you that in practice it is a most difficult task to divert traffic from existing routes. Such a diversion takes time and much negotiation." The end of the commotion was dramatic. The Council met; Alderman Proctor Baker was prepared to challenge the decision of the committee with all the debating skill of which he was a master; everyone was looking for a stirring debate with a momentous issue. The scheme had already gone through the most difficult part of its Parliamentary course; the committee of one House had passed it; majorities of the Corporation had been overwhelmingly in its favour; and now, to the astonishment

of all except the few men in the secret, the Docks Chairman (Alderman C. H. Low) announced the withdrawal of the Bill. This anti-climax was due to certain words entered by a Great Western Railway representative on a plan, which rendered it possible to re-open questions on points understood to have been already decided. The Council had not been successful in negotiations with railway companies and in the legislative expression of terms, and on this occasion were determined to take no risks. Another part of the Bill included provisions for improvements at the city docks. Alderman Proctor Baker moved that this portion, too, be withdrawn, and the bewildered Council allowed this course to be taken in order that "a well-digested scheme" should be produced in time for the next Parliamentary session. Resignations from the Docks Committee followed, with the appointment of Alderman Proctor Baker as chairman, and soon, as a variant of the familiar theme, citizens were expressing their indignation at an attempt to collect a poll-tax from passengers on the channel excursion steamers when they embarked or landed at Hotwells. The charge was so unpopular that it was soon abolished.

September, 1894, saw the publication of another long report from the Docks Engineer, Avon, and these have been since carried out, but with regard to Avonmouth it declared that no alterations were required, although the dock there and also at Portishead were "not quite up to modern requirements." Sir John differed from Mr McCurrich on some points. He estimated dockisation would cost £2,580,000, the entrance lock to be through St. George's Wharf. His estimate for a new dock at Avonmouth was £1,308,000; while, alternatively, improvements at Portishead, including the lengthening of the lock, would cost £852,000. To each of these three plans he added £320,000 for a low-water pier at Firefly Rock.

It is a curious fact that no sooner had the citizens been assured of the adequacy of the river's-mouth docks for local business than Alderman Proctor Baker had to announce to the public that Messrs Elder and Dempster, then engaged in the Canadian trade, desired to send to Avonmouth vessels larger than could be locked in. The difficulty was temporarily met by a caisson, costing £20,000, which lengthened the lock by 55ft. Under the circumstances this outlay was a necessity, but in one sense it was wasted money. A few years later there were steamers coming up which were still larger than the lengthened lock, and the Docks Committee were again and again handicapped the engineer be instructed to prepare plans for such extension of dock accommodation as will provide for the reception of the largest class of vessel building or afloat." This was "carried unanimously." It was noted at the time that Alderman Proctor Baker was chairman of the meeting, although it is doubtful if the theory was justified that circumstances had induced him to change his view. Bristolians evinced so much interest in the position of affairs that a special meeting of the Council was convened, and instructions were given, in September, 1897, to apply to Parliament without further delay. Once more communication with the Great Western Railway Company was opened, and in November Alderman Proctor Baker announced that the Company had not had time to consider the matter, and it was impossible to proceed.

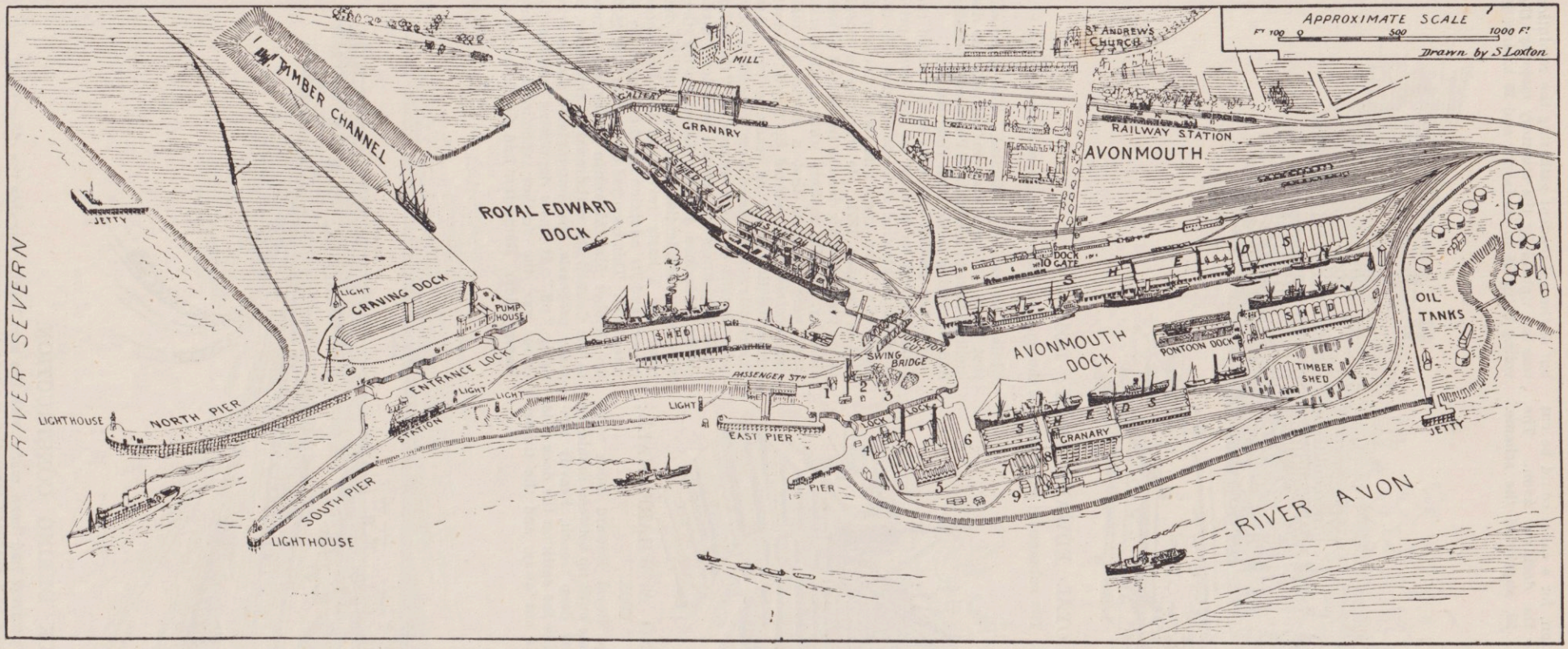
In December a Port Improvement Association was formed to fully investigate the merits of dockisation, and this was followed by a series of instructive conferences, or inquiries, arranged by the Bristol Chamber of Commerce. Many aspects of the dock question were discussed at these interesting meetings. The summer of 1898 brought an important contribution to the discussion, but not one helping materially to a solution. The Docks Committee



AVONMOUTH DOCK; 1908.

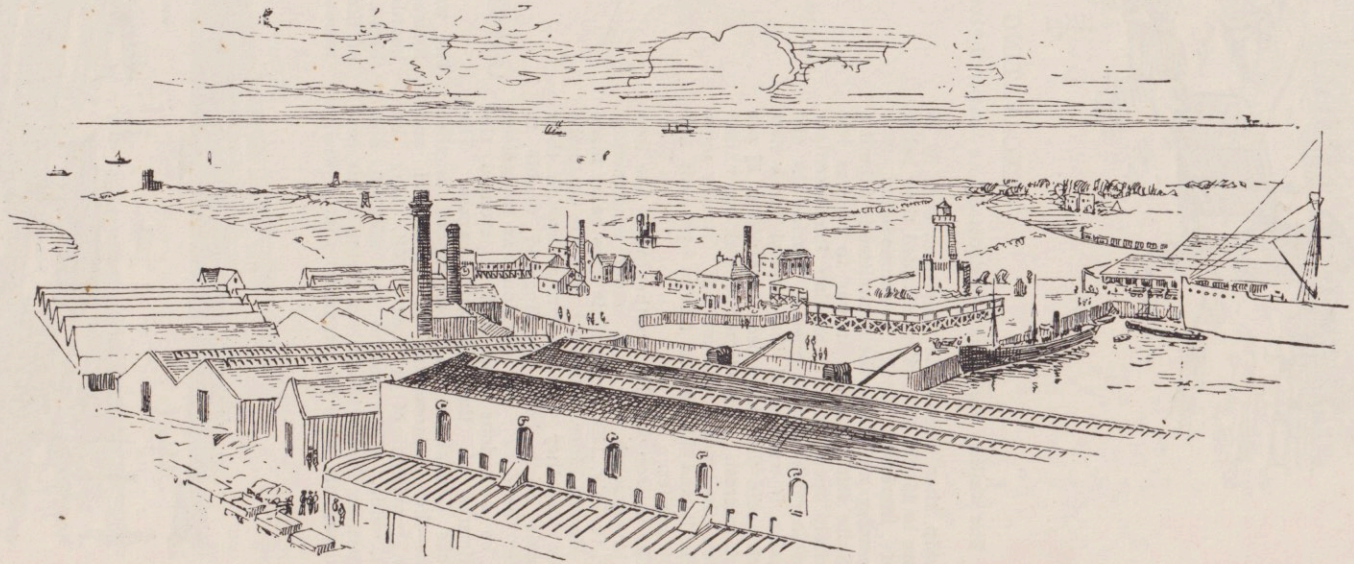
Mr McCurrich. The scheme thus proposed approximated more closely to the Royal Edward Dock. The entrance lock was to be 800ft. by 85ft., the dock 35 acres in area, and the cost £1,150,000. Mr McCurrich dismissed the proposal to erect a low-water pier at Avonmouth as impracticable, and with regard to dockisation, while he did not think it would injuriously affect Kingroad, he felt it would be difficult to convince the Admiralty and others of that fact. The cost of dockisation, according to his plan, was put at £2,220,000, of which £200,000 was for additional accommodation at Bristol and £500,000 for works dealing with sewage and flood waters. The advantages of dockisation to Bristol traffic were pointed out, but it was also recognised that the largest steamers would never come up the Avon, but would prefer to remain at its mouth. The Docks Committee put dockisation on one side as too costly, but meetings were held in its favour, and the Chamber of Commerce viewed it sympathetically, and asked for further investigation with the assistance of an eminent engineer. Accordingly Sir J. Wolfe Barry was consulted, and his report, published in February, 1896, completely endorsed the opinion of Alderman Proctor Baker. It recommended improvements to render easier the navigation of the by the limitation when negotiating with shipowners.

There were many who felt that this temporising was a mistake, and the arrival of the first of the new Canadian steamers, the Montcalm, on August 30th, 1897, served as a text for fresh advocacy of a larger measure. In leading articles and in letters published in the 'Western Daily Press,' the situation was subjected to close examination. It was foreseen that the slight lengthening of the lock would only serve for a brief period, so quickly were steamers growing in size. From time to time there were difficulties owing to the congested state of Avonmouth and its sheds. It is true that at other periods the dock was almost empty, but such inequalities are unavoidable; dock administrators realise that they must be reasonably prepared to deal with gluts of traffic if they are to continue their business. On September 6th, 1897, Alderman W. Howell Davies tested the feeling of the Docks Committee once more, and after prolonged consideration the following resolution was adopted:—"That, in view of inadequate accommodation at this port for the largest class of cargo steamer employed in the American and Canadian trades, and the great probability that such class of vessels will, in the near future, attain much larger dimensions, had been in negotiation with the Great Western Railway Company, and had pointed out that a new dock at Avonmouth must largely depend on the alliance of railway interests on the one side and with shipowners on the other. "The Company were informed" (these were the words of the report) "that the Corporation, regarding the docks as a new terminal point for the railway lines through which a vast new trade may be brought to them, would expect the Company to subsidise the undertaking in one of several ways suggested to them, and bind themselves to establish low rates for the conveyance of 'through goods' between the dock and various points of their system." The Great Western Company advanced a number of grounds for disagreement. The Midland Railway Company's contention was that without the concurrence of the Great Western nothing could be done. Meanwhile Mr McCurrich had produced another long report, in which the proposed dock was to cost a million and a half. Side by side with it he placed a dockisation scheme involving an expenditure of £1,865,000. In June, 1898, the Council assembled to consider the whole problem. A long speech in which Alderman Proctor Baker reviewed the position breathed the same spirit as Sir John Wolfe Barry's report of 1896, and showed that the Alderman inclined to the view



BIRD'S-EYE VIEW OF ROYAL EDWARD AND AVONMOUTH DOCKS; 1908.

1.—Custom House.
2.—Board of Trade Office.
3.—Dock Master's House.
4.—Workshops.
5.—Abattoir.
6.—Cattle Lairs.
7.—Electricity Station.
8.—Cold Stores.
9.—Gas Plant House.
10.—Traffic Office.



SITE OF THE ROYAL EDWARD DOCK; 1902.

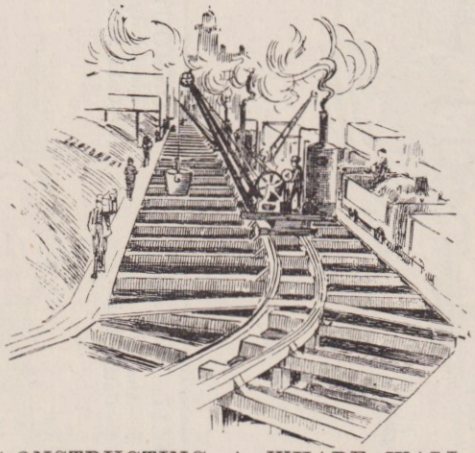
that if anything was to be done, it should be at Portishead. The chief opponent of Alderman Proctor Baker on that occasion was Mr James Inskip, then one of the Aldermen, and, by 35 votes to 15, the Council re-affirmed their belief that increased dock accommodation was necessary, and asked the committee to submit a definite scheme (what it was to be was left entirely open), so that another Parliamentary session might not be missed. During the discussion it was stated that capital for a new dock could then have been obtained at 2¾ per cent. interest. By the time the work was undertaken the money market had become more difficult, and the interest rose to 4 per cent. and even higher.

The caisson for the lengthening of the lock at Avonmouth was still under construction, and in July, 1898, complaints were being made by Messrs Elder, Dempster, and Co. as to the great loss they were incurring through their vessels being kept in Kingroad unable to enter the dock The position was recognised to be a serious one, and it aroused the criticisms of the shipping papers. The Docks Committee then propounded another plan—the improvement of Portishead and the provision of a lock 750ft. long by 80ft. wide. This was to cost £350,000, and Alderman Proctor Baker, in giving it his cordial support used the argument that it would facilitate dockisation, for a canal could be cut from the dock to the dockised Avon. The Council, by 41 to 20, supported the scheme, but at the subsequent gathering the resolution was not upheld by the statutory majority, the voting being 38 in its favour and 29 against it, while four remained neutral. The statement that Mr A. L. Jones (now Sir Alfred) was disinclined to send his boats to Portishead possibly had something to do with this decision.

After the ground had thus been cleared the Council called for a report on the lowest price at which dockisation could be effected. To the regret of all who knew him, Mr J. McCurrich died in January, 1899. He was busy on dockisation plans, and his decease introduced a fresh difficulty. While matters were in this state there were whispers that a service of mail steamers could be secured by Bristol if dock accommodation could be ready in two years. The vessels contemplated were to be 550 or 570ft long. Details of the overtures by "the influential shipowners" concerned were never made public, Alderman Proctor Baker stating they were of a confidential character, but the outcome was a hasty revival of the Portishead project and its adoption by the Council by 40 votes to 27. This occurred on October 10th, 1889. On October 31st Alderman Baker announced to the Council the withdrawal of this latest of many proposals, the contemplated mail service being "off." It was a depressing meeting, for there was the further announcement that Messrs Elder, Dempster, and Co. intended to

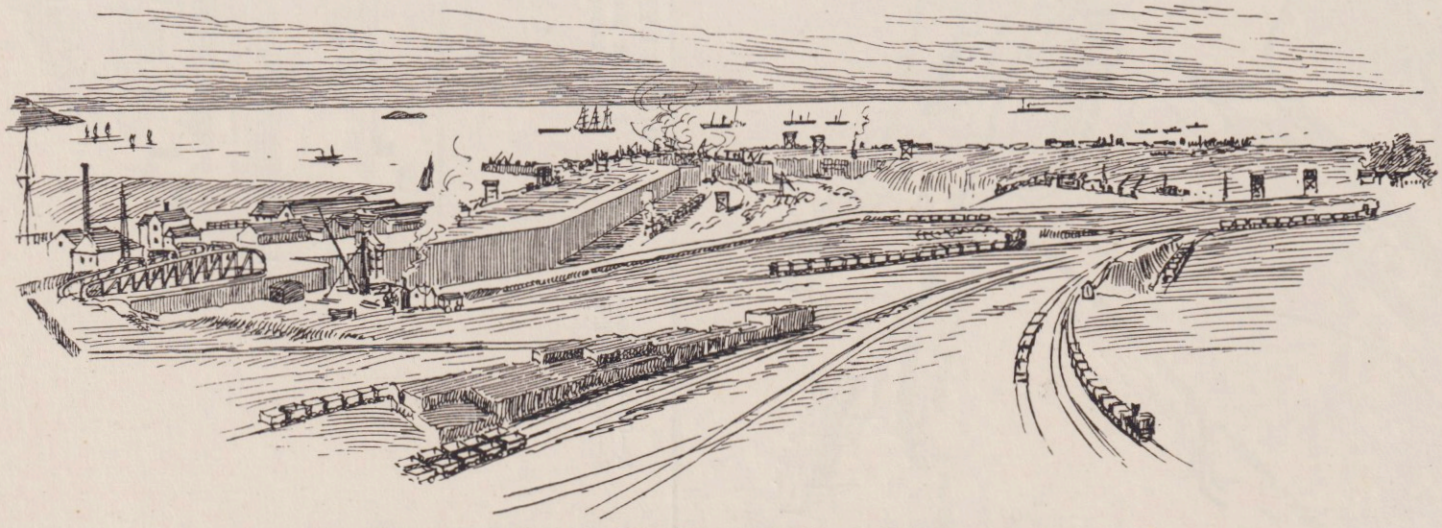
EXCAVATING THE ROYAL EDWARD DOCK; 1905.

(The walling shown was constructed in a heavily timbered trench. The subsequent excavation of the dock enabled the timbers to be removed.)



CONSTRUCTING A WHARF WALL; 1903.

(The walls of the Royal Edward Dock were formed of concrete built up between moulding boards in a very deep trench, heavily timbered. Afterwards the earth on the dock side of the wall was cut away, and the timber removed.)



ROYAL EDWARD DOCK DURING CONSTRUCTION.

(The view was taken from the east, in 1905, when considerable progress had been made with the arm leading towards the older dock, and also with the walling. The construction of the lock and entrance from the sea was then proceeding.)

cease the attempt they had been making to establish a mail service to Avonmouth. For some time postal communications had been carried by their steamers to Canada.

The next important stage in this seemingly interminable controversy was a report on dockisation by Sir J. Wolfe Barry and Messrs Baker and Hurtzig, the consulting engineers who had investigated the matter in conjunction with the new docks engineer, Mr W. W. Squire. This document referred to the congestion at Avonmouth, the growing size of steamships, the large area of land required in the vicinity of wharves, and to other matters. It contained no discouragement of dock development, but estimated the cost of dockisation at two millions and threequarters, without including half a million for removing sewage from the Avon. The report emphasised the view that large ships would remain near the mouth of the river; put the cost of dredging the dockised river at £36,000 a year, and showed the project to be so onerous that many who had advocated this solution felt they could no longer support it. Upon the motion of a prominent "dockiser," the Council once more, in July, 1900, turned its attention to a new dock at Avonmouth. Meanwhile the West Indian Direct Mail Service had given a stimulus to business there, and Alderman W Howell Davies (since knighted) had become chairman of the committee. The engineers produced plans which (with modifications) formed the basis of the Royal Edward Dock. the Chamber of Commerce entered upon a vigorous crusade in favour of the project, and at a poll of the citizens in January, 1901, the application to Parliament was approved by a majority of 15,874 (25,251 against 9,377). On March 5th, 1902, the Prince and Princess of Wales visited Avonmouth, and a ceremonial commencement was made with the undertaking. So rapid was the evolution of steamships that after the initiation of the enterprise some of the dimensions were subjected to revision, and supplementary powers were obtained from Parliament to meet these new requirements

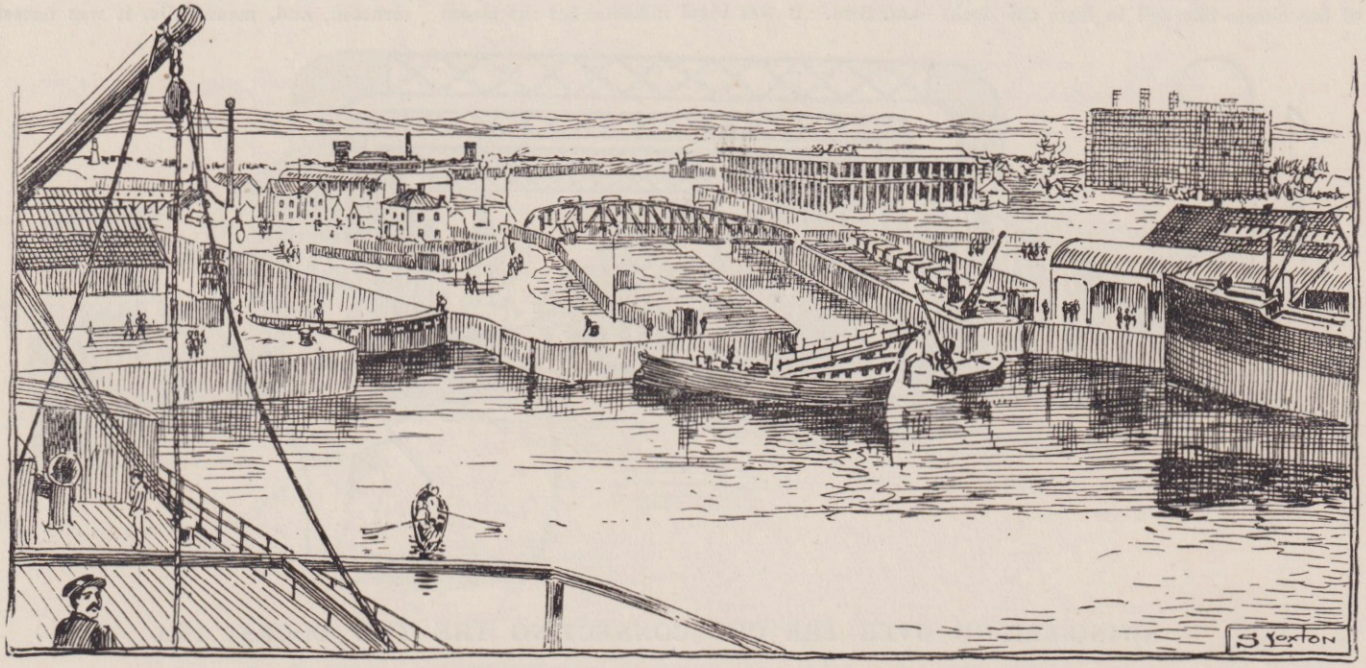
A SURVEY OF ROYAL EDWARD DOCK.

The site of the Royal Edward Dock was flat grass-land but slightly above high tidal level; the scheme provided for raising the ground around the dock, and reclaiming several hundred acres from the sea by piling excavated material within a rubble embankment constructed to form the new coast line. In the completed undertaking, long piers stretch out to the Channel as guiding and protecting arms for incoming and outgoing ships, a passage having been dredged between them up to the entrance lock. The south pier is 900 feet long, that to the north being 1,200 feet; at the extremity of each is a granite lighthouse. That on the north pier displays a white light flashing out at fixed periods with great brilliancy; the one on the south pier shows an occulting green light towards the sea. At these piers steamers may land passengers and baggage, a train in direct communication with the Metropolis being, when necessary, brought alongside. Close to the south pier a railway station is to be built, so that passenger and mail traffic may be facilitated.

The entrance lock impressed visitors during its construction by its magnitude and the tremendous strength of its masonry. It is 875ft. long and 100ft. wide; it has on its outer sill a depth of water varying from 36ft. to 46ft. at neap and spring tides respectively. On its inner sill the depth is normally 6ft. less. Three huge pairs of gates operated by hydraulic machinery close this lock, the middle pair coming into use when a vessel of the smaller size has to be locked through.

After passing through the lock, an incoming liner enters the dock—a fine basin 1,000ft. wide from east to west, and having a mean length of 1,120ft. from north to south. At its south-eastern corner the water area is continued to make connection with the older dock. For 500ft. this arm is 250ft. wide, so that large steamers may be berthed on each side of it and yet leave an avenue for others. For the remaining 525ft. the passage narrows to a width of 85ft. The passage between old and new docks may, in a few moments, be closed by sliding across the junction cut a caisson provided for the purpose. The cut is crossed by a swing bridge carrying railway lines and footpaths. The length of quay embraced in the scheme was 3,730ft. At the north end of the basin, however, provision has been made for the construction of two more branches, each 1,800ft. long and 300ft. wide. These additions will greatly extend the length of quayage, but their execution depends on the development of business. While costly to construct, the Royal Edward Dock permits of comparatively inexpensive extension.

Another notable feature in this general survey is the graving dock entered from the dock basin. It is on the same huge scale as the entrance lock and runs parallel to it. Its entrance is 100ft. wide and is closed with a caisson. The dry dock at the bottom is 100ft. wide throughout the whole of its length, while at the top it is 126ft. 3in. wide. The length is 880ft. on the blocks, divided into two lengths, respectively 330ft. and 550ft. At normal water level the depth on the sill of the graving dock is 32ft. The many millions of gallons contained in this huge cavity can be pumped by powerful machinery into the wet dock in two hours. When a steamer has to be dry docked the operation is quickened by the amount of her displacement. Ample space exists between the lock and graving dock on which to work the necessary cranes and machinery in connection with the repairs of vessels and their machinery. On the foreshore of the Severn, contiguous thereto, are good sites for ship building and launching yards, and, given the requisite enterprise, there appears to be no good reason why ship building should not be once more among the prominent Bristol industries. The difficulties which fifty or sixty years ago in the old city docks led to its decline would have no place on the fringe of the Channel.



JUNCTION OF AVONMOUTH AND ROYAL EDWARD DOCKS; 1908.

(The view was taken from a vessel lying at the west wharf of the older dock, when the Royal Edward Dock was approaching completion.)

HOW THE DOCK WAS CONSTRUCTED.

The foregoing general survey gives an idea of the plan and arrangement of the Royal Edward Dock, but those who at intervals inspected the constructional operations in progress were better able to realise what such a scheme involved than is possible from an examination of the completed undertaking. It was necessary to sink to a great depth in order to secure firm foundations. To obtain accurate knowledge of what had to be done in this direction trial cylinders or bores 8ft. in diameter were sunk at various parts of the site by the engineers, and, so accurate were the

data thus obtained, that in not one instance was it necessary to go lower with the masonry than the design provided for. Portland cement concrete was used in enormous quantities, and in two strikingly dissimilar ways. As a preliminary to the construction of the dock walls, after a slight superficial excavation had been made over the area of the works, the hard bed of marl was reached by excavating, through the softer strata, trenches which to visitors with nerves appeared to be of abysmal depth. The nature of the soil rendered heavy timbering imperative. At an average of about 70ft. below the greensward the marl became so hard that to remove it would have required a blasting charge. Upon this was built up the dock wall. Concrete mixing machines above showered down wet material; it was rammed between the timber moulding governing its shape, and now and then huge "plums"—masses of clean stone a ton or a ton and a half in weight—were lowered and embedded in the plastic cement. Eventually the whole solidified into a mass of hard, homogeneous conglomerate. The wall, the result of all this labour, remained buried—that is, it had earth on each side of it. Then came the steam navvies cutting out huge slices of the cheese-like soil to form the dock basin, and powerful cranes to draw out the heavy baulks of timber used to support the sides of the trenches. When that was done the wall—at least, the upper part of it, stood revealed.

From the top, where it is finished with a coping of Norwegian granite, to the foundation, the walls average 78ft. 6in. in depth. In some places where it was necessary to go lower, the depth exceeds 82ft. The upper portion is above the original level of the site, the ground having been raised over the area set apart for wharves, sheds, and other buildings. The walls are not of the same thickness all the way down. At the base the structure is 30ft. thick; some distance up the dimension is reduced by the front face making a concave curve inwards. Then the wall rises nearly vertically to a string corbel course of Forest of Dean stone, and above that the concrete is faced with 18 inches of brindled blue bricks up to the coping. The string course and brickwork come forward a few inches to save the concrete facing below being injured by the contact of ships. At the coping level the thickness is 13ft., but below it soon increases by several giant steps on the land side. The normal depth of water in the basin is about 35ft.

It was calculated that a total of 2,900,000 cubic yards of material was removed from the basin by the steam diggers and by dredging, while over 800,000 cubic yards had to be dug out for the trenches, for walls, &c.

The masonry of the lock is also of an extremely substantial character. The perpendicular side walls are, for most of their height, 28ft. thick, and abreast the gate recesses and at the ends still thicker. The invert, ordinarily 16ft. thick, becomes a bed of concrete 26ft. thick under the gate-sills, culverts, and at the lock ends. The side walls were built up in trenches in the manner already described. Afterwards cross trenches were excavated from side to side of the lock, and sections of the invert formed. Subsequently the remaining sections of earth were removed, and the bottom of the lock completed. The graving dock was constructed in the same way, and its walls in places are 20ft. thick.

For the greater part of the way down the excavations showed that the soil was a grey mud, like that abounding on the banks of the tidal Avon. It was deposited centuries ago on a bed of sand, and below were shingle or ballast, and then the hard marl. Lapse of time and the pressure from above had made the mud, or silt, compact and firm. It was ideal material for the steam diggers to work at. In the silted up North Channel the soil was softer and more troublesome. In the lock trenches, the sand had all the characteristics of an old beach, with an abundance of shells indistinguishable, to an ordinary observer, from those to be found to-day in walking on the sand from Weston to Uphill. One human skull was discovered, but antiquarian relics were few.

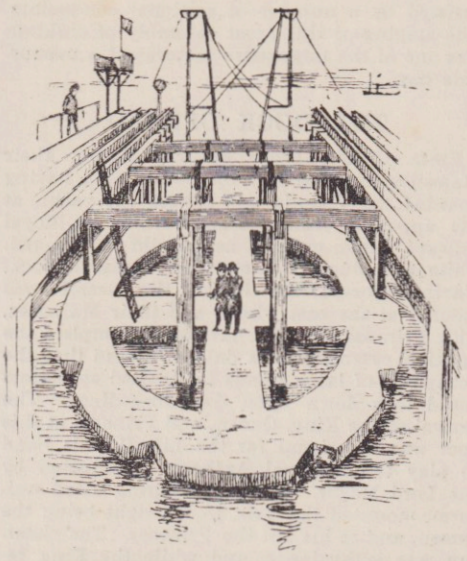
There was, however, a second method of using concrete, exemplified in the construction of the Royal Edward Dock. Where circumstances rendered it difficult or inadvisable to get down to rock foundations by excavation, they were reached in another way—by sinking monoliths through the softer strata until a firm basis was reached. The piers are formed of concrete monoliths. The process, as visitors saw it, may be briefly described. Upon the shore, in the position the monolith was to occupy, was laid a "shoe"—a rectangular steel frame about 25ft. by 30ft. in plan. With the aid of moulding boards a layer of concrete was placed over it to the depth of several feet. Its weight caused it to sink through the soft soil, and, as it did so, fresh concrete was added. So far, however, the monolith was not quite solid. Four square vertical cavities were kept open in its interior. As it sank the displaced earth was squeezed up into these and removed by crane-grabs, by the judicious use of which it was possible to some extent to regulate the descent. Slowly the process proceeded. Months elapsed. The "shoe" of the monolith might be 30ft. or 40ft. below the surface, and yet perhaps not yet resting on firm foundation. The weight of the structure was immense, but a few hundred tons of bar iron placed on top acted as an additional stimulus, and at last the great column of solidified concrete rested firmly with its "shoe" on the rock. Finally the four vertical apertures in the interior were cleaned out and filled with concrete, the spaces between the monoliths similarly treated, the heavy timbering used in construction cleared away, and the upper part of the pier structure completed. The pier heads were formed upon two monster circular monoliths, each 56ft. in diameter, and 80ft. from coping to foundation. A breastwork of timber keeps a vessel from making contact with the masonry.

Another feature in the constructional work was the great dam. As the formation of the dock proceeded inland, the north and south piers were being carried seawards. In the intervening zone the lock remained to be constructed, and, meanwhile, it was necessary to provide a barrier to exclude the sea from the excavation. Monoliths were therefore sunk so as to form a massive wall from pier to pier just outside the entrance lock. With this great dam in position the excavation and construction of the lock could proceed in the dry. At a later stage the dam had to be removed, for, as long as it remained, access to the dock was barred by a rampart of masonry several yards in thickness. The lock gates were, however, still under construction. Hence the plan was adopted of building up a caisson across the lock entrance 20ft. or 30ft. nearer the sea than the outer pair of gates. The caisson ordinarily serves to close the graving dock, but the dimensions fit it for the double purpose. It is technically known as the "ship caisson;" it can readily be floated to the desired position, and stops and sills have been provided for it at the lock ends. The caisson having been erected at the seaward end of the lock, the great dam was removed, human labour being supplemented by the use of blasting charges to effect its demolition.

Between the two pier heads, the channel is about 550 ft. wide, and it gradually narrows, until close to the lock it is 242 ft. from pier to pier. The lock itself is 100 ft. wide. The area between the piers in its natural state was a gently shelving mud beach covered at high tide. It was dredged to give a depth of 6 ft. at

SWING-BRIDGE OVER THE CUT CONNECTING THE TWO DOCKS; 1906.

dead low water of spring tides, and 48 ft. at high water of spring tides. For excursion steamers of small draught, the Royal Edward Dock may be said to have a low water pier, and the detention of the largest steamers is limited to a few hours if they happened to arrive at dead low water. At half tide the outer sill of the lock has 24 ft. of water over



A "BULL-NOSED" MONOLITH; 1905.

(The piers and several other parts of the Royal Edward Dock were formed of concrete monoliths, sunk by their own and added weight, until their bases rested on solid ground. At places this was seventy feet down. This bull-nosed monolith formed the end of the south pier.)

it: the normal depth of the inner sill is, with the lock full, 38 ft.

The channel connecting the Royal Edward and Avonmouth Docks enables steamships that could not be locked through the older entrance to reach the Avonmouth basin and utilise its excellent accommodation. For this there is ample depth of water, the older dock bottom being only 3 ft. above the level of the newer basin. The work of connecting this junction cut with the older basin was an interesting one. It was not deemed advisable, for the purpose of wall construction, to excavate deep trenches close up to the older dock, which is kept full of water. The plan was therefore adopted of sinking monoliths on each side of the area marked out for the cut. In this way the concrete masonry was carried up close to the back of the wall of the older dock, that wall meanwhile remaining intact. The excavation of the junction passage was then completed, and the water admitted to the new channel, and to the Royal Edward Dock. Communication between the two basins was still barred by the piece of old dock wall remaining to be demolished. This was removed, small blasting charges being carefully employed. Below the water level the work had to be carried on by divers. A final step was to finish off the rough ends of the old wall where it had been cut through. Concrete, placed in position in bags, served for this under water, while above moulding boards or shuttering held it until it had hardened.

EQUIPMENT OF THE ROYAL EDWARD DOCK.

To the equipment of the Royal Edward Dock much consideration was given. The best British and foreign methods were studied, in order that the cost of handling goods might be reduced to a minimum and despatch be secured. On the eastern side of the dock two transit sheds, each 500 ft. long, have been erected. They are two-storeyed buildings of reinforced concrete; each with half a dozen electric cranes working from the flat roof. The cranes lift 1½ tons apiece. Further back from the wharf on the east side is a granary constructed of ferro-concrete capable of containing 50,000 quarters of grain, the greater portion being stored in bins and the remainder on floors. Conveyor belts in an underground passage make connection with the wharf, and, on arriving at the granary, the grain is automatically weighed before being lifted by elevators to the top floor and distributed by a system of conveyors to the desired part of the building. Another link between the east wharf of the Royal Edward Dock and the granary is an overhead gallery with mechanism for conveying full sacks. Electrical power has been adopted for much of the dock plant, the current being supplied by the Corporation electricity department from their Avonbank station at Bristol. On the south side of the dock is a large single-floor export shed, equipped with several more electrical cranes, some lifting 1½ tons, others three tons, and two each of which is capable of lifting a ten-ton load. Care has been taken not only to secure quick and economical handling of goods, but to provide the space required for dealing with large general cargoes of modern liners. Cattle lairs, cooled meat rooms, cold stores, and other accommodation in the vicinity of the older undertaking are available, both docks being worked as one.

Railways play an important part in the equipment. The wharves surrounding the dock and their connecting lines are provided with upwards of ten miles of track, in addition to large railway yards to the north of the dock for the purpose of interchanging traffic with the railways, and for sorting and marshalling trains. There was therefore embraced in the scheme between twelve and thirteen miles of railway, with room for adding very considerably to this length as the trade develops.

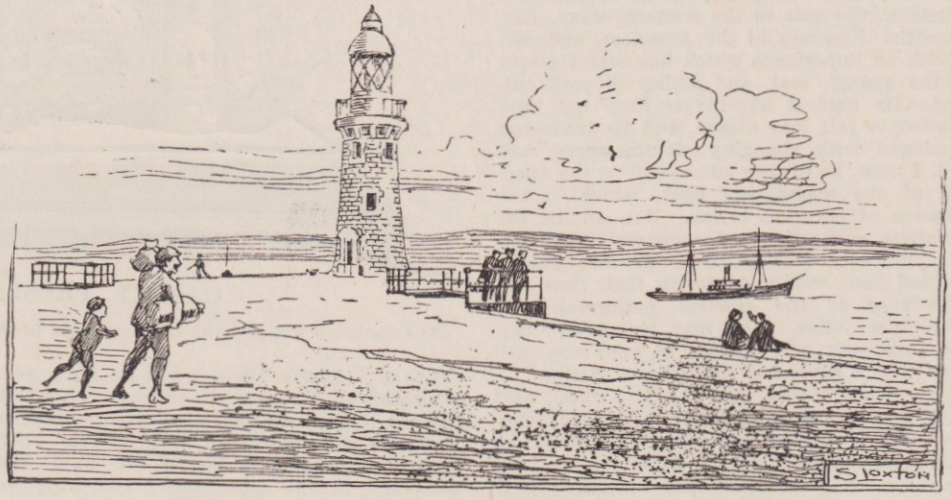
From time to time during the construction of the dock, visits were paid to the works by members of the Council, the Docks Committee, the Chamber of Commerce, and by others who, owing to their commercial activities might contribute to the business of the port. In September, 1907, when the undertaking was nearing completion, the President of the Chamber of Commerce, Mr Sidney Humphries, gave a reception at the dock at which many visitors from other parts of the country, as well as residents in Bristol, had an opportunity of becoming acquainted with the character of the enterprise. Opportunities of inspection on occasions such as these undoubtedly possessed educational value. Representatives from distant parts of the Empire, and from British towns, confessed that they carried away with them new ideas of Bristol's facilities as a port, and of the city's importance as a commercial centre. Especially valuable in this connection

LIGHTHOUSE, SOUTH PIER; 1908.

was the visit of several Colonial Premiers in May, 1907.

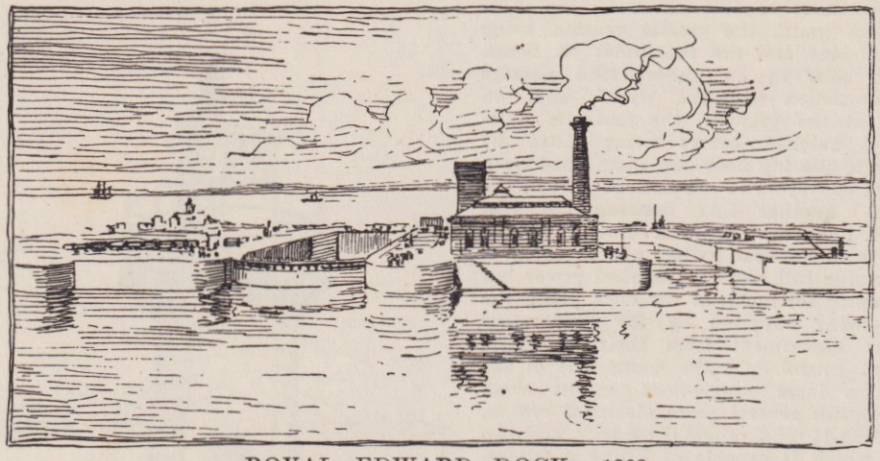
THE VISIT OF THE KING & QUEEN.

The climax was reached in July, 1908, when their Majesties King Edward and Queen Alexandra came to the new dock and performed the opening ceremony. Their train reached the city on the afternoon of July 8th, and was drawn up near the south pier of the Royal Edward Dock, where their Majesties were received by the Lord Mayor of Bristol (Mr Edward Burnet James), the Chairman of the Docks Committee (Sir W. Howell Davies, M.P.), and a number of others, all of whom were presented to their Majesties by Earl Carrington, Minister-in-Attendance. In the evening the following had the honour of dining with their Majesties on board the Royal yacht, which lay in the lock of the new dock:—The Earl of Ducie, Lord-Lieutenant of Gloucestershire; Col. Cary



NORTHERN PIERHEAD AND LIGHTHOUSE; 1908.

Batten, High Sheriff of Bristol, and Mrs Cary Batten; the Bishop of Bristol; the Right. Hon. A. Birrell, M.P., and Mrs Birrell; General Sir Ian Hamilton, General Officer Commanding-in-Chief, Southern Command, and Lady Hamilton; Mr C. E. Hobhouse, M.P., and Mrs Hobhouse; and Mr G. Gibbs, M.P., and Mrs Gibbs.



ROYAL EDWARD DOCK; 1908.

(Showing the entrance lock, pumping-house, and graving dock, viewed from the east wharf.)

After dinner, a concert was given aboard by the Bristol Madrigal Society, under the direction of Mr D. W. Rootham.

The programme for the following day was a long one. The King and Queen journeyed to Bristol by train, and, upon the platform of Temple Meads Railway Station, several ladies and gentlemen were presented, among them being the Lady Mayoress (Mrs E. B. James); the Sheriff (Colonel H. Cary Batten) and Mrs Cary Batten; Lady Howell Davies; the Right Hon. Lord Winterstoke; the Deputy Lord Mayor (Alderman A. J. Smith); the Master of the Society of Merchant Venturers (Mr C. Adams); the President of the Chamber of Commerce (Mr Sidney Humphries); and the Chief Constable (Mr J. Cann). Soon afterwards a procession with a military escort was formed, and their Majesties passed through streets lined with enthusiastic spectators, and gay with flags and bunting. At the Council House, upon a covered platform erected outside the building, the members of the Corporation had assembled. The Royal carriage drew up opposite this spot, and the Recorder, Mr E. J. Castle, read the city's address, which was then handed to the King in a casket.

His Majesty, in the course of his reply, said: "It gives me great pleasure to visit your city, so celebrated in history and romance, so rich in traditions, so renowned for its wealth and commerce. The natural position of the city, situate at the gate of the western ocean, has, since the discovery of the Americas, endowed it with an importance which has been fostered by the energy, zeal, and ability of your citizens. Its natural advantages have not been allowed to fall into disuse, and its trade has developed with changing circumstances, and will, I trust, be further stimulated by the opening of the magnificent dock, which is the occasion of my visit to-day. Nor, amidst the countless occupations of commercial activity, has your city ever failed to produce public-spirited men, willing to devote their time and experience to the efficient performance of municipal duties. You may be assured that the prosperity and welfare of your city will always be a subject of my warmest wishes."

The Lord Mayor (Mr E. B. James) next obtained leave of his Majesty to present Alderman W. R. Barker (ex-Mayor), Alderman Sir R. Symes (ex-Lord Mayor), Alderman C. E. L. Gardner (ex-Lord Mayor), and Alderman C. B Hare (the father of the Council). These gentlemen were attired in Court dress, and wore their robes of office. The members of the Council and the officials of the Corporation were presented collectively.

The King then addressed the Lord Mayor, and said it was his pleasing duty to confer upon him a knighthood. His lordship knelt in front of the carriage, Colonel Sir Arthur Davidson handed his sword to his Majesty, who touched the Lord Mayor with it and bade "Sir Edward" arise. This gracious act recalled the knighting of Sir Herbert Ashman by Queen Victoria in 1899, and was greeted with enthusiastic cheers from the occupants of the Council stand and the crowd of onlookers. The Lord Mayor and Lady Mayoress were cheered as they moved to their carriage, and a further outburst of enthusiasm occurred as the Royal procession passed down Clare Street.

The procession made another halt at the Municipal Art Gallery, where the Lord Mayor entertained their Majesties and a number of other guests at luncheon. Exceptional interest characterised the guard of honour drawn up at the portico of this institution, for, out of the sixty men constituting it, the youngest had seen three-score-and-ten years, and six were over eighty. They were the Indian Mutiny and Crimean Veterans. Bristol had for many years possessed an organisation which cared for the welfare of these old soldiers, who owed much to the kindly interest of Mr J. Fuller Eberle (hon. treasurer) and Mr W. S. Paul (hon. secretary) in the movement. The King and Queen paused on leaving the hall to inspect this guard of veterans, and, after driving through the Clifton Promenade, stopped at Upper Belgrave Road, where ten thousand children sang the National Anthem. The young people belonged to the sixth and seventh standards of Bristol schools, and were massed on large stands on the fringe of the Down. Mr George Riseley was chief conductor. In consequence of the size of his choir, he was assisted by a number of sectional conductors. The singing of this great assembly of children was one of the impressive features of a memorable day.

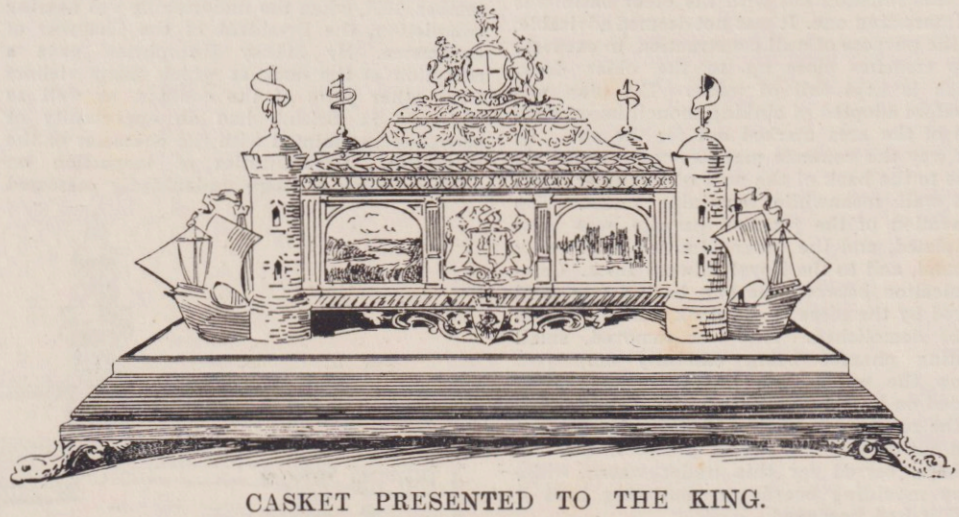
THE DOCK OPENED.

From Clifton Down Railway Station their Majesties travelled to Avonmouth, and, having boarded the Victoria and Albert, the yacht, at the appointed time, steamed into the Royal Edward Basin, cutting, as she did so, the red, white, and blue ribbon stretched across the lock. Having crossed the basin, the vessel was moored at the east wharf, and their Majesties, with Princess Victoria, landed to complete the opening ceremony at a daïs so placed that the occupants of large stands for invited spectators could look down upon the proceedings. The arrival of the King, Queen, and Princess at this spot was the signal for the Life Guards band to play the National Anthem. Conducted by the Lord Mayor, the King, wearing naval uniform, mounted the daïs, to his right being the Queen, and to his left the Princess. The cheering was enthusiastic, and while the King responded with his hand raised to his head-dress in naval salute fashion, the Royal ladies bowed again and again. Then Lady Davies, ascending the lower flight of steps to the daïs, presented her Majesty with a beautiful bouquet, and Mrs Cary Batten, the wife of the Sheriff, similarly handed another to the Princess. Meanwhile the Royal Standard, released from its confining cord by Commander Hart, R.N., floated out on the breeze at the mast-head on the platform fronting the stand. The Lord Mayor then asked that it might please his Majesty to declare the dock open. In a loud voice, the Sovereign said:

"I declare the Royal Edward Dock now open."

A fanfare of trumpets from six bandsmen on the edge of the wharf, an outburst of cheering, and the booming of the guns of the cruiser lying outside the dock greeted this declaration.

Next followed the presentation of a number of addresses, all of which were beautiful examples of artistic work. The Town Clerk, Mr E. J. Taylor, read that from the Docks Committee, signed and presented by Sir William Howell Davies, M.P., as Chairman, and by



CASKET PRESENTED TO THE KING.

(The casket contained the civic address presented to the King at the Council House ceremony.)

Alderman C. B. Hare, Mr H. W. Twiggs, and Alderman A. J. Smith, as Vice-chairmen. (Mr Twiggs, before the close of 1908, was appointed Alderman, and was also chosen Chairman of the Docks Committee, Sir W. H. Davies having resigned that position in consequence of Parliamentary duties). To the address the King replied as follows:—

NAVVIES' "HUTS," AT AVONMOUTH; 1905.

(A number of the workmen employed by the contractors upon the construction of the Royal Edward Dock were housed in temporary dwellings erected near the site.)

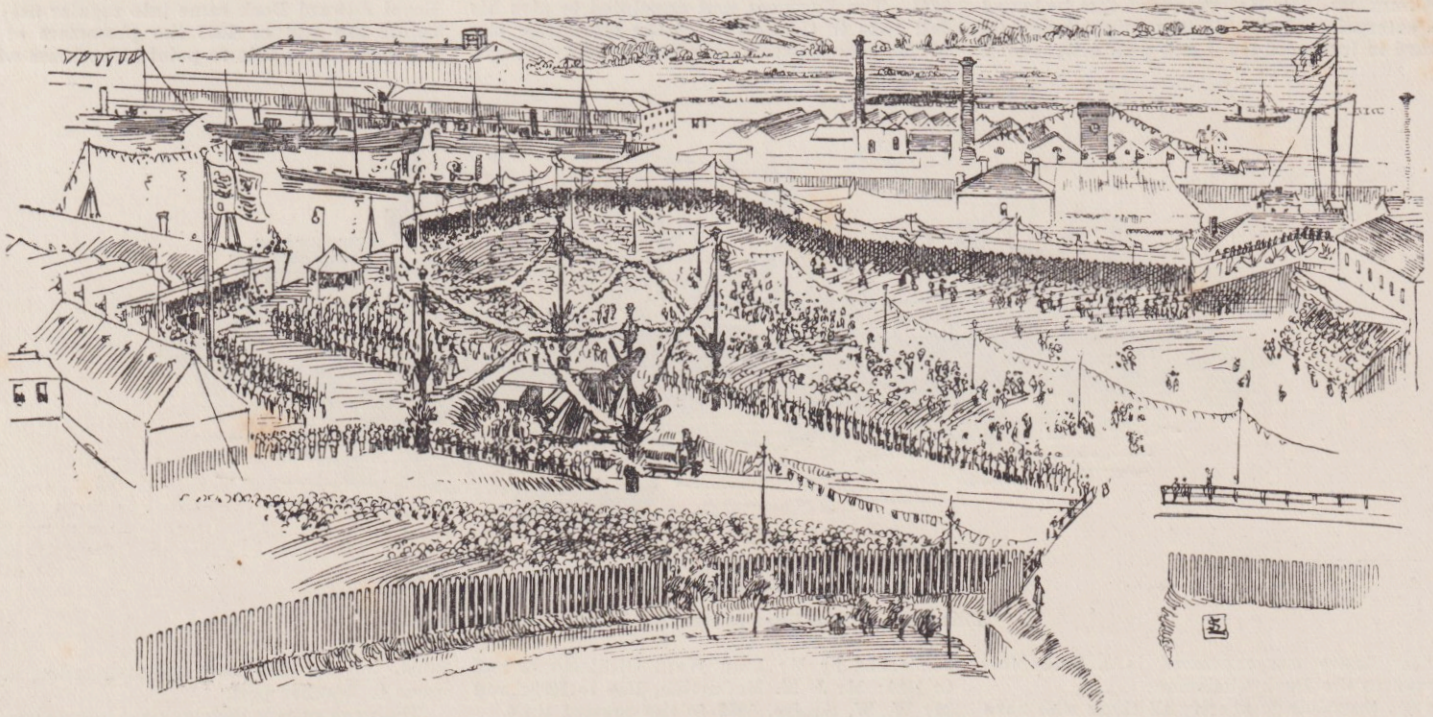
"I thank you, on behalf of the Queen and myself, for your loyal address, and for the cordial terms in which it is expressed. No ceremony affords me greater pleasure than to inaugurate an enterprise designed to increase the prosperity of our country, and to aid the development of trade. In maritime commerce England by long years of labour and accumulated experience has gathered pre-eminence. That pre-eminence can be retained in the face of the rivalry of other nations only by, on the one hand, upholding the old character of the English sailor for skill, courage, and endurance; and, on the other, by adopting the most efficient means of transport and increasing the facilities enjoyed by our shipping. The splendid dock, which I gladly permit to be called by my name, and which I am pleased to open to-day, will, I am sure, prove a powerful stimulus to your trade, and so increase the wealth and prosperity of your city. This dock, constructed at great expense by vast labour and with exceptional skill, will be capable of receiving through its fine entrance piers the largest ships of all the nations. I shall watch with great interest the success of your undertaking."

At the conclusion of his Majesty's speech, there was hearty cheering.

A number of other addresses were handed to the Sovereign, and acknowledged by written responses. These addresses were as follow:—The Society of Merchant Venturers, presented by the Master, Mr Charles Adams. The Chamber of Commerce, presented by Mr Sidney Humphries (President), Mr C. H. Bartlett and Mr G. Palliser Martin (Vice-presidents). The Bristol Board of Guardians, presented by Mr James Kennedy (Chairman) and Mr J. J. Simpson (Clerk). The Bristol University College, presented by the Right Hon. Lewis Fry (Chairman of the Council) and Professor C. Lloyd Morgan (Principal); (the Lord Bishop of Hereford, the President, also signed the document, but was unable to be present). Clifton College, presented by the Rev. A. A. David (Headmaster) and Mr O. M. Tweedy (Head of the School); (the Bishop of Hereford signed this address, as Chairman of the Council of the College). Copies of the several addresses had been forwarded to the monarch in advance, and in his written replies he made appreciative allusion to the educational work of the Merchant Venturers; to history made by daring Bristol voyagers in the sixteenth century; to the onerous problems connected with Poor Law administration; and to the fact that Clifton College had become "famous alike for patriotism, scholarship, and sport." In response to the University College address he sympathetically referred to the application for a charter for the incorporation of a Bristol University.

Sir William Howell Davies then presented to the King the General Manager of the Docks, Mr F. B. Girdlestone; the Docks Engineer, Mr W. W. Squire; one of the consulting engineers, Sir J. Wolfe Barry; and the representative of the general contractors, Mr Malcolm Aird. Next the Lord Mayor asked if it might please the Queen to accept a souvenir of her visit to Bristol from the citizens at the hand of the Lady Mayoress. Advancing to the daïs, and twice bowing low, the Lady Mayoress handed to her Majesty a beautiful white ostrich feather fan, mounted with chased and jewelled sides, ornamented with emblems of England, Scotland, and Ireland—the rose, shamrock, and thistle. This concluded the ceremony, and the band again played the National Anthem. In returning to the yacht the King and Queen passed round the front of the stand, smilingly gazing at the large assembly it contained.

Heavy rain commenced falling soon after the ceremony, and the evening celebrations were much interfered with, and in some instances postponed. The King, in spite of the unfavourable weather, took a motor-car tour to Clifton, and in the evening entertained a number of



CUTTING THE FIRST SOD OF THE ROYAL EDWARD DOCK; A BIRD'S-EYE VIEW.

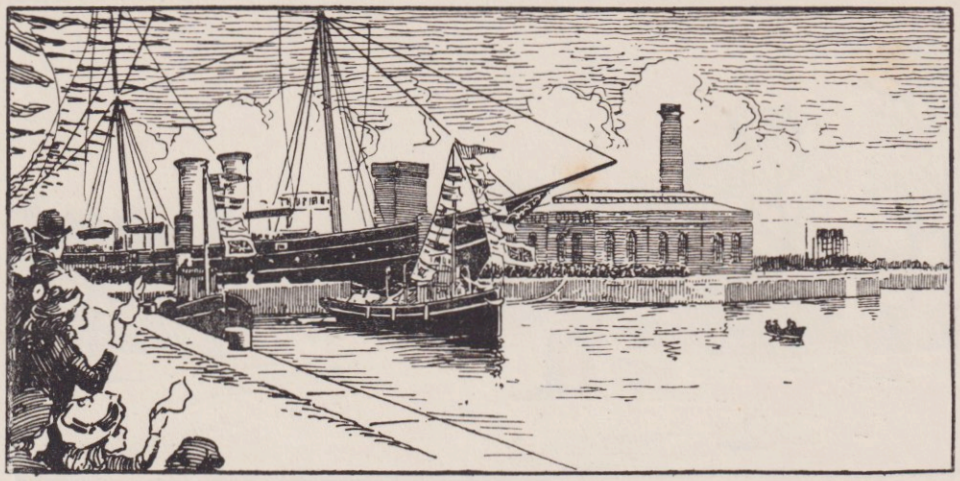
(The ceremony performed by H.R.H. the Prince of Wales, upon March 5th, 1902, took place on ground through which the junction cut between old and new docks was afterwards excavated. The first sod was cut by a steam digger.)

guests at dinner on the yacht. Besides their Majesties, the company consisted of her Royal Highness Princess Victoria, the Marquess of Bath (Lord-Lieutenant of Somerset), Viscount Churchill, Lord Winterstoke, the Hon. Cyril Ward, R.N.R., and Mrs Ward, the Right Hon. Sir Edward Fry, the Lord Mayor of Bristol (Sir E. Burnet James) and the Lady Mayoress, Sir William Howell Davies, M.P., and Lady Howell Davies, Mr W. W. Squire (Engineer to the Docks Committee), Sir J. Wolfe Barry, Brigadier-General H. A. Raitt (commanding the South Midland Territorial Division), Captain Julian Wilkinson, R.N. (commanding the Coastguard, Western District), and Mrs Wilkinson, Commander J. C. Walton (H.M.S. Æolus), the Marchioness of Lansdowne and the Hon. Charlotte Knollys (Ladies-in-Waiting), Lord Acton (Lord-in-Waiting), Lord Knollys (Private Secretary), Earl de Grey (Treasurer to the Queen), Captain Walter Campbell (Groom-in-Waiting), Colonel Sir Arthur Davidson and Lieut.-Colonel G. Holford (Equerries-in-Waiting); Commodore Sir Colin Keppel, A.D.C., Commander B. Crampton, Fleet-Surgeon A. R. Bankart, and Fleet-Paymaster J. Chapple (H.M.Y. Victoria and Albert); and the Master of the Household. Following the dinner, a concert was given by the Bristol Harmonic Male Voice Choir, conducted by Mr Joseph Jenkins. On the morning of the 10th, the Royal visitors left Avonmouth by train, which travelled over the Severn Junction Railway to Badminton, where their Majesties lunched with the Duke and Duchess of Beaufort.

Elaborate preparations were made for this Royal visit to Bristol, and the provision of gifts for old people, and of souvenir boxes of chocolate for school children, widened the interest in the proceedings. About seventy thousand of these souvenir boxes were distributed. With the exception of the inconvenience caused by the rain, the whole of the proceedings proved a gratifying success, and, in a letter written by Lord Carrington to the Lord Mayor, the King and Queen, in extremely cordial terms, expressed their appreciation of the welcome, of the decorations, the appearance of the Territorial troops, the singing of the children, and the means taken to ensure the comfort and safety of those gathered in the streets in such vast numbers. His Majesty added that he hoped the enterprise of the citizens might bring its reward in increased trade and prosperity, and a similar desire was expressed in a letter forwarded to the Dock Chairman.

It is impossible to specify all those who have shared in the great evolution of the Port of Bristol, since the Corporation assumed control of the docks in 1848. The City Council delegate the administrative responsibility to a committee formed of Aldermen and elected Councillors. Since the year 1848 the office of chairman of this committee has been held by the following: Aldermen R. P. King, James Poole, C. Nash, C. H. Low, W. Proctor Baker, Sir W. Howell Davies, M.P. The last-named was chairman from 1900 down to the autumn of 1908, when he was succeeded by Alderman H. W. Twiggs. The composition of the Docks Committee has to some extent changed from time to time since the inception of the Royal Edward scheme. The members at the time of the dock opening were the Lord Mayor, Aldermen C. B. Hare, A. J. Smith, and Mr H. W. Twiggs (the three vice-chairmen); Aldermen E. B. Colthurst and E. Parsons, Messrs H. W. K. Wait, A. Levy Langfield, R. C. Stephens, T. Butler, W. G. Pope, M. Whitwill, W. A. Titley, E. M. Dyer, A. B. Perry, T. T. Lindrea, C. A. Hayes, S. Iles, and T. B. Johnston. Mr F. B. Girdlestone has been secretary since 1875, and general manager since 1884. The Engineer first appointed to give his full time to the service of the committee was Mr Thomas Howard, from 1855 to 1882. He was succeeded by Mr John Ward Girdlestone, 1882 to 1890; Mr J. M. McCurrich, 1890 to 1899; and Mr W. W. Squire, 1899 to the present time.

In connection with the Royal Edward Dock works, Sir John Wolfe Barry and Mr Brereton, the late Sir Benjamin Baker and Mr Hurtzig, acted as consulting engineers, the responsibility for the scheme being primarily borne by the Docks Engineer, Mr Squire, assisted by his deputy, Mr T. A. Peace, and members of his staff. The contractors for the masonry and excavations, transit sheds and granary, and railway diversions were Messrs John Aird and Co., and at times over two thousand men were employed on the undertaking. At the works, Mr D. Swann was resident engineer on behalf of the city, while the contractors' representatives were Mr H. McClure and Mr F. Colson. Numerous contracts were entered into for engineering features of the undertaking.



OPENING OF ROYAL EDWARD DOCK; JULY 9, 1908.

(The sketch shows the Victoria and Albert, with the King, Queen, and Princess Victoria on board, emerging from the lock into the Royal Edward Dock, cutting the ribbon as she advanced.)

STATISTICAL COMPARISONS.

The date of the opening ceremony was fixed in order that it might fit in with the numerous engagements of the King. Upon July 9th, however, there were many details to be completed; several months consequently elapsed before the Royal Edward Dock came into regular use, but before the end of 1908 the promoters of the enterprise were able to point to business which must, but for the new accommodation, have gone to another port.

The work of port development has necessarily involved large outlay, and a statement on this subject, made in December, 1908, by the new docks chairman, Alderman Twiggs, is worth

SS. DORSET, IN ROYAL EDWARD DOCK; 1908.

(This was the first liner to use the dock for loading cargo.)

reproducing. It should be noted, however, that the figures are calculated to April 30th, 1908, and do not cover the entire cost of the Royal Edward Dock:—

Total capital expenditure to 30th April, 1900	£2,568,267
Spent since on the City Docks	503,074
Spent since on Avonmouth Dock	117,297
Spent since on Portishead Dock	62,027
Spent on Royal Edward Dock	2,452,778
Parliamentary expenses	17,812
Discount on debenture stock	74,919
Debenture stock (expenses)	17,606
Total capital expenditure to 30th April, 1908	£5,813,780

Mr Twiggs, on the same occasion, summarised the position of the Docks Estate on April 30th, 1900, and April 30th, 1908, as follows:—

	1900.	1908.	Increase.
	£.	£.	£.
Total capital expenditure	2,568,267	5,813,781	3,245,514
Total income	208,137	245,587	37,450
Total expenditure	137,916	161,607	23,691
Balance available for interest and sinking fund	70,221	83,980	13,759
Tonnage—			
Foreign	847,632	1,257,988	410,356
Coastwise	764,098	800,769	36,671
Total	1,611,730	2,058,757	447,027
	£.	£.	£.
Payment of interest and sinking fund	97,634	165,930	68,296
Amount standing to credit of sinking fund account	135,834	367,885	232,051

Five years is, however, but a brief span in the history of a commercial community. If the review be extended over a longer period, it affords still more striking contrasts. In 1801, when the Avon, through the heart of the city, was still tidal, Bristol was a place with an area of 755 acres, with a population resident therein of 40,814. Including the suburbs, the total number of people was only 63,645. The rateable value of the municipal area was then considerably under £200,000. For later years the statement with regard to the municipality may be set out in tabular form. It should be remembered that 1848 was the period when the Corporation resumed possession of the docks; 1877 the date of the opening of the Avonmouth Dock; 1880 when that at Portishead came into use; and 1884 when the city took over these undertakings.

MUNICIPAL BRISTOL.

Year	Acreage.	Population.	Rateable value.
1841	4,538	125,146	£406,206
1851	4,538	137,328	£437,726
1861	4,538	154,093	£508,988
1871	4,538	182,552	£719,983
1881	4,538	206,503	£906,861
1891	4,538	221,578	£1,029,256
1901	11,468	329,086	£1,751,313
1908	17,004	372,785	£1,824,075

REGISTERED TONNAGE.

Year ending April 30.	Foreign.	Coastwise.	Total.
1857	183,342	494,280	677,622
1867	267,446	522,264	819,710
1877	518,857	588,796	1,107,653
1887	611,546	690,259	1,301,805
1897	818,084	755,431	1,573,515
1907	1,088,249	1,046,873	2,135,122

ADVANTAGES OF THE PORT.

The advance in tonnage shown in recent figures has taken place in spite of the port being unable to admit the largest class of steamships. The year 1908 has witnessed the removal of that limitation. The dimensions of the Royal Edward Dock are such that one of the giant Cunarders, the Lusitania or the Mauretania, would have abundant room between the gates of the entrance lock; in the basin she would have space enough to swing in preparation for the outward voyage; while in the graving dock her hull, or the hull of the largest battleship in the King's Navy, could be examined and repairs executed.

The Royal Edward scheme has been carried out with an eye to the future. Geographically, the position is a magnificent one for a great distributive and export business, as well as for passengers and mails. The comparative distances from Avonmouth and a few other ports to distant parts of the world cannot be overlooked:—

COMPARATIVE DISTANCE IN MILES.

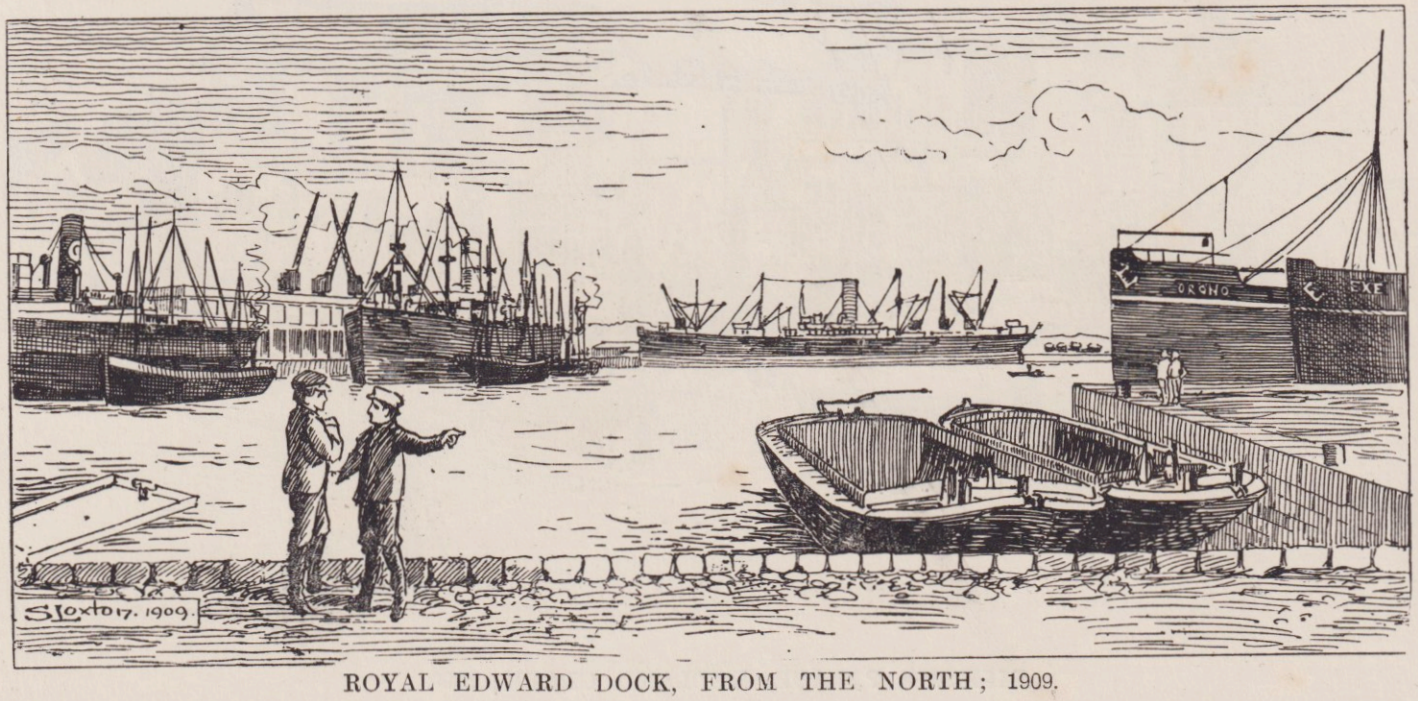
	New York.	Gibraltar.	Teneriffe.
*Avonmouth	3,015	1,173	1,535
Liverpool	3,050	1,290	1,660
London	3,260	1,326	1,720
Southampton	3,060	1,153	1,520
Hull	3,360	1,440	1,807
Glasgow	3,120	1,401	1,765

	Quebec.	St. John's.	Jamaica.	Cape Town.
*Avonmouth	2,834	1,966	4,048	6,018
Liverpool	2,683	1,990	4,080	6,135
London	3,070	2,202	4,264	6,187
Southampton	2,870	2,002	4,064	5,987
Hull	2,973	2,270	4,369	6,282
Glasgow	2,615	1,907	4,200	6,240

* In this calculation, Avonmouth is regarded as seven miles nearer the sea than Bristol. This is the figure adopted in Mr C. H. Bailey's "Tables of Distances from Port to Port," from which this list is compiled.

These figures, however, tell only part of the story, because London is the objective of a large part of the traffic, and, with regard to the Metropolis, the Port of Bristol is especially well situated.

The municipal area and the urban districts surrounding Bristol have a population of about 400,000; within a radius of fifty miles there are two and a half millions, and double that number if the compass be stretched twenty-five miles farther from the centre. A radius of about 100 miles from Avonmouth takes in nine and a half million souls, and, what is also of the utmost importance, an immense number of live stock in whose dietary imported foods have a place. Railway rates and cheap canal charges make it the cheapest port for the Midlands; with the West of England and South Wales it is linked by railway as well as by coasting craft; to the south and east there are large areas to be served; and by a short new connecting line, to be completed in 1909, an express train will be able to reach Paddington two hours after it has left the side of the ocean liner. Add to these advantages a Channel noted for freedom from fogs, and proximity to the Welsh coalfield as a means of securing cheap bunker coal and in many cases outward cargoes, and it will be realised that progressive citizens had some reason for believing a large expenditure justifiable in the interest of the port and of the community so closely dependent upon it.



ROYAL EDWARD DOCK, FROM THE NORTH; 1909.

THE REVIVAL OF THE BISHOPRIC.

Among the notable movements in the religious life of Bristol in the past half-century, the restoration of the separate See of Bristol ranks as one of the more important. The great work accomplished in building the nave and western towers of the Cathedral, and in renovating other parts of the ancient fabric may be set side by side with this project in regard to the magnitude of the financial responsibility.

The Bishopric of Bristol was established by Henry VIII. in 1552. At that date also the Abbey of St. Augustine became the Cathedral, and the town and county of Bristol obtained the right to the title since enjoyed—"city and county." It is possible, however, to trace the episcopal succession to a much more remote date. Through Gloucestershire the link extends back to the Bishops of the Kingdom of Mercia; through the parishes transferred from Somerset, there are associations with the Diocese of Bath and Wells; and, owing to the inclusion of several deaneries of North Wilts, the line has been followed to Birinus, Bishop of Winchester, in 634. The county of Dorset was part of the Bishopric of Bristol formed in 1552, and this arrangement continued until 1836, when Bristol and several North Wilts deaneries were united with Gloucester, Dorset being given back to the Diocese of Salisbury. This amalgamation of Gloucester and Bristol has been regarded as evidence of apathy regretted by subsequent generations of Churchmen. Financial difficulties were the cause of the blending of the two Sees, and it is only fair to those who carried that proposal into effect to say that the population of Bristol and its suburbs was at that period not much more than a fourth of what it is at present. Enormous growth has occurred since then, and this constituted a powerful argument in favour of a restoration of the See of Bristol.

In 1858 Bishop Baring was in charge of the joint Dioceses. After five years' service, he was transferred to Durham in 1861. Bishop Thompson made an even shorter stay before departing for York, and in 1863 Dr. Ellicott succeeded him. The memories of his thirty-four years' episcopate, of his authority on Biblical questions, and of his kindly disposition, will long remain. He was an extremely hard worker, but it became obvious that the united Sees of Gloucester and Bristol were too much for one man. The movement for the revival of the separate Bishopric of Bristol dates from 1877, and the arrangement of the jurisdiction, the provision of an adequate endowment, and other matters, occupied twenty years. The completion of this prolonged effort was followed by the choice of Dr. Forrest Browne as Bishop of Bristol, and his enthronement on October 28th, 1897.

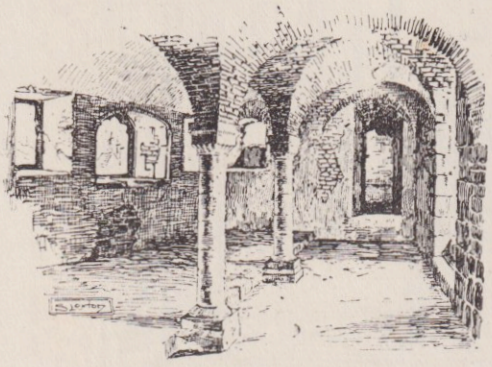
RUINS OF BISHOP'S PALACE, NEAR CATHEDRAL; FROM AN OLD PRINT.

In 1858 Bristol owned a Bishop's Palace, built not very long before at Stapleton. The Bishop of

BISHOP'S PALACE, REDLAND GREEN; 1899.

that time did not, however, use the Palace; it was therefore sold, and a few years later became the Colston School. The revival of the See of Bristol raised once more the problem of an episcopal residence, with the result that, at a cost of about £14,000, the present Palace was built on the fringe of Redland Green.

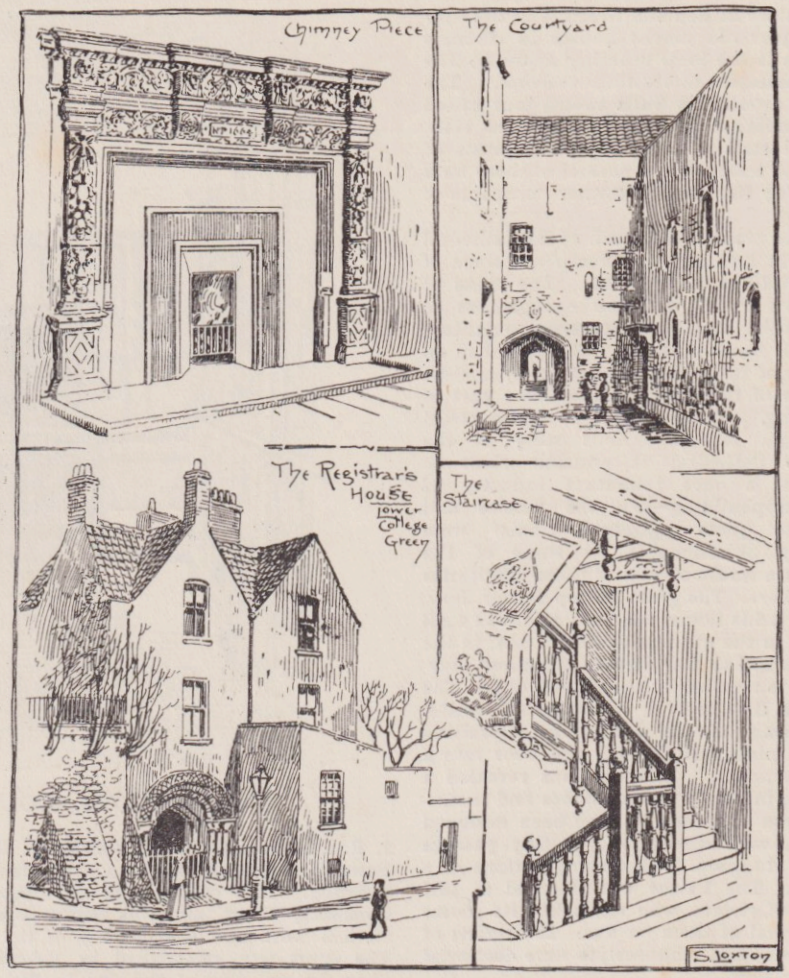
It is scarcely necessary to explain that the Diocese of Bristol is not confined to the municipal area. It extends into Gloucestershire and Wiltshire, the Act passed in 1896 specifying that it should consist of the Deaneries of Bristol (including Kingswood), Stapleton, Malmesbury, Chippenham, Cricklade, and Bitton,



PALACE RUINS; 1907.

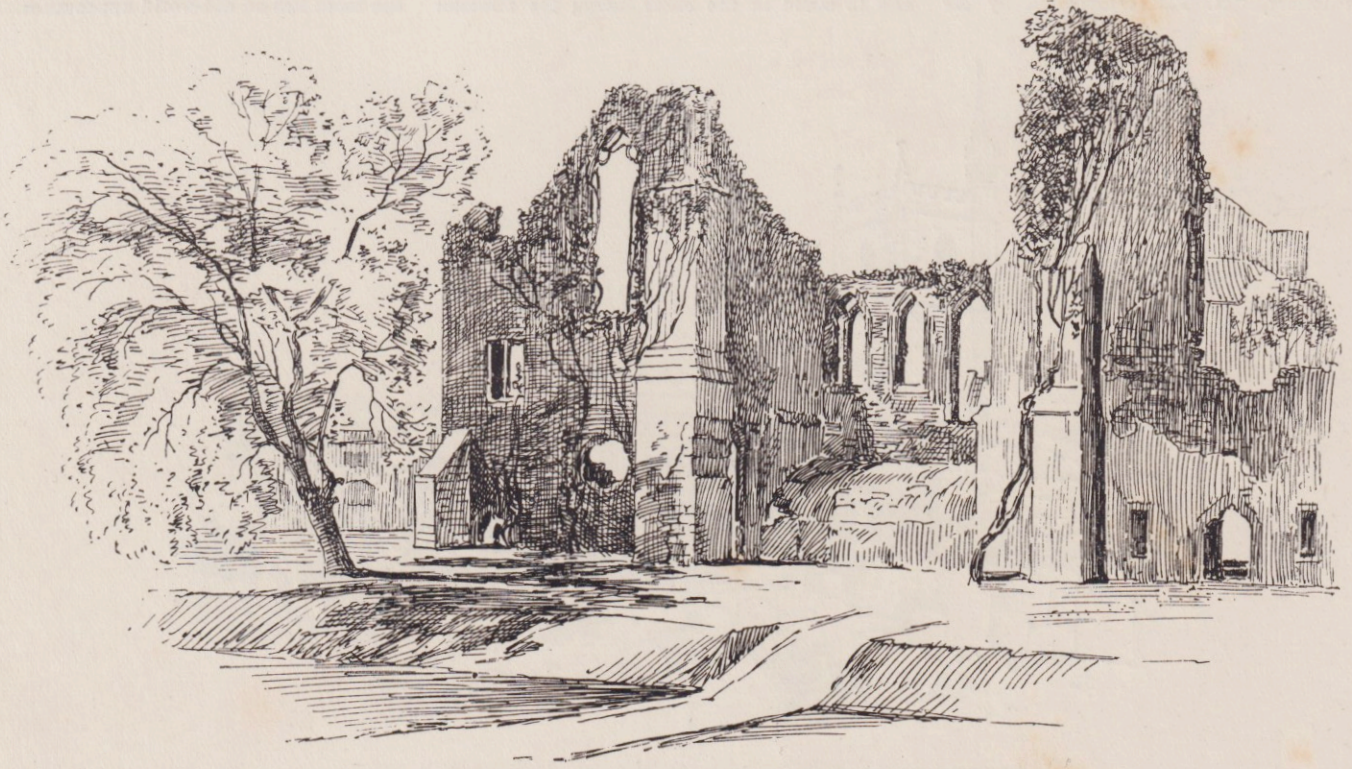
(This ancient arched room is below the ruins of the Bishop's Palace, near the Cathedral.)

with the exception of several Wiltshire and Somersetshire parishes specially exempted. It has been already stated that financially the work of reviving the Bishopric was an onerous one. An income of £3,000 a year had to be provided, but the Ecclesiastical Commissioners reckoned the provision of the Palace as equivalent to £500 of that sum, and it was arranged that eventually £700 a year should be detached from the revenue hitherto belonging to the See of Gloucester and Bristol. An endowment sufficient to provide the balance was raised. The income of the Bishopric of Bristol had, however, to be burdened for a term of years by a mortgage of



FORMER RESIDENCE OF THE BISHOP'S REGISTRAR.

(The ancient building is situated in Lower College Green, and was sketched in 1898.)

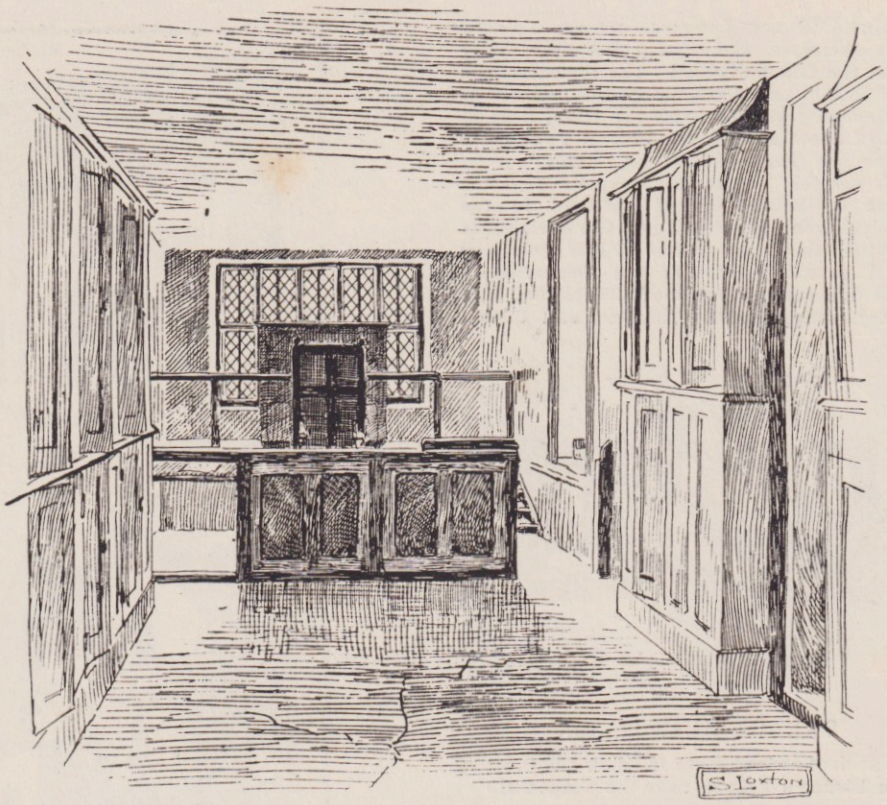


BISHOP'S PALACE RUINS; 1907.

£4,000 on the building. The exterior of the Bishop's Palace at Redland Green is in the style of the simpler old manor houses in districts where stone is the local building material. The interior possesses interesting features. The chapel has around its walls twenty-four raised stalls, including the Bishop's canopied stall. Above each stall is a panel for the arms of bishops to be inserted, and several of these have been filled by the arms of former occupants of the position.

Alterations made to the south of the Cathedral have brought into greater prominence some of the old buildings on that side. The ruins of the Bishop's Palace are now conspicuous to every passer-by, and, at a gathering organised by the Kyrle Society, during 1907, many had an opportunity of inspecting the extremely ancient architecture of the rooms in the lower part of the building. These ruins, if walls could speak, might tell a curious story of the past. The Cathedral is situated close to the site of a once important industry of the city—shipbuilding—and the "noise and stench" (to quote episcopal words) were found very objectionable by some of the Bishops. As a result, several of these dignitaries lived elsewhere. The great Bishop Butler, however, made it his home, and, it is said, was fond of walking, in the quietness of the night, in the garden attached to the Palace. A rather gruesome story is recalled by the old buildings. The narrative is that in 1744, when Bishop Butler had the library rebuilt, during the alterations a parcel of plate fell through the floor into a cavity underneath. Investigations revealed a lower room, in which human bones and instruments of iron supposed to have been designed for torture, were discovered. A tiny passage led to this dungeon, with its suggestions of a darker age. The Palace was attacked in 1831 by a gang of rioters, who ransacked its rooms and set several of them on fire. Thousands of valuable books and manuscripts were destroyed on that occasion.

Formerly the Bishop's Registrar was required to live near the Cathedral, where, from time to time, ecclesiastical proceedings were conducted in the Consistory Court. In Lower College Green stands a house bearing, upon a carved mantelpiece, the date 1664. By the side of the figures are the letters, "N. P.," interpreted by Mr



CONSISTORY COURT, BRISTOL CATHEDRAL; 1908.

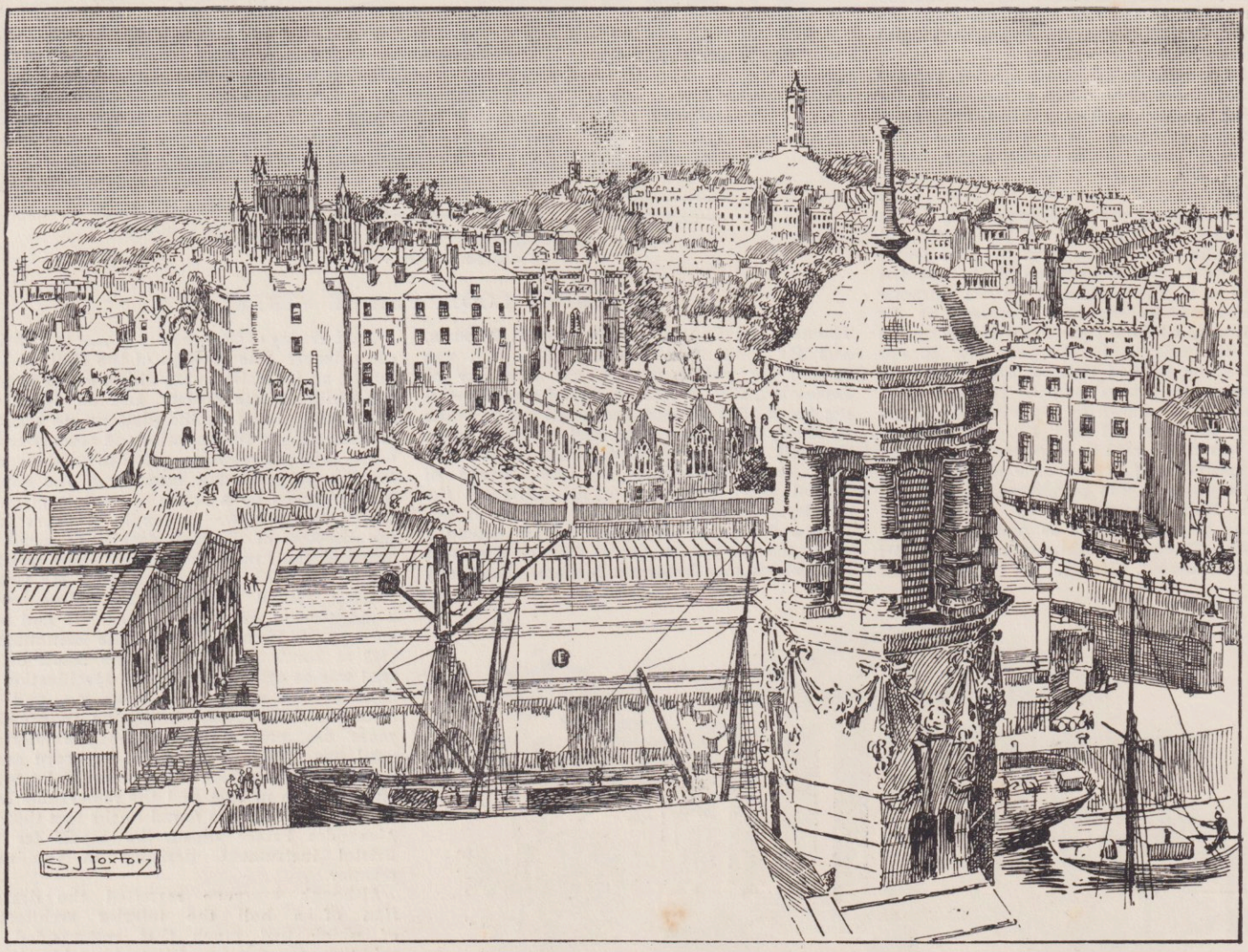
J. E. Pritchard to be the initials of Nathaniel Pownoll, the Registrar who first occupied the building. This official was an officer of the Consistory Court, and was responsible for the clerical work and the custody of the records. The court was established in Bristol shortly after the creation of the See in the reign of Henry VIII., and the nature of punishments ordered by this tribunal may be judged by an example mentioned in the records. The defendant was a woman accused of immorality, and the court by its finding required her to proceed to the Cathedral at the hour of morning prayer, and to stand in the choir before the minister and congregation, clad in a white sheet and bearing a white wand, during the whole of the service; and further, after the second lesson, to make humble confession of, and profess penitence for, her crime. The house in College Green was for two centuries and a quarter regularly occupied by the Bishop's Registrar, until, probably, the beginning of the nineteenth century.

The Consistory Court is an upstair room reached by a staircase from the south transept of the Cathedral. The date 1667 is marked on the outside of the door by lines of nails, and the room has an old-world appearance. Its use,

WESTBURY-UPON-TRYM PARISH CHURCH; 1890.

except as a storehouse for documents, has become extremely rare. The straight-back chair, fronting a desk or table at the end of the room, is that of the Bishop's Registrar, the Bishop's seat being upon a higher platform behind it. Although the court is part of the Cathedral, the key is held by the Bishop's Registrar

The ancient parish church of Westbury-upon-Trym has an exceptional history, and one perhaps not altogether unconnected with this subject of the Bishopric. The Rev. Charles S. Taylor, in the Guide prepared for the visit of the Church Congress to Bristol in 1903, summarises the story as follows:—"It would probably be quite true to say that no parish church in England has so long and varied a history as this. It seems to have been founded by Eanulf, a kinsman of Ethelbald, King of the Mercians, about 716, and it appears as Wesmynster in 804. When St. Oswald became Bishop of Worcester in 961, and determined to introduce the Benedictine system into the Huiccian Minsters, he did not attempt to touch the larger houses at first, but, recalling Germanus from Fleury, he placed a few Benedictine monks at Westbury under the charge of Eadnoth, and it was not till 969 that the Cathedral and other great Huiccian houses became Benedictine. In 974 the Westbury monks were removed to Ramsey, and the church sunk once more into obscurity, but it had served St. Oswald's purpose as a cradle of the Benedictine revival. In 1093 it was restored and enriched by St. Wulfstan, and in 1288 Bishop Godfrey Giffard founded a college of secular canons here. It was on this foundation that John Wycliffe was appointed by Papal provision to the Prebend of Aust, but the confirmation of his appointment (November 6, 1375) was followed within a fortnight by that of another person. Bishop Giffard's endowment for his College was but slender, and Bishop Carpenter (1443-1476) rebuilt the College, and added very much to the endowment of the church, as well as to its fabric. He styled himself Bishop of Worcester and Westbury, thus joining a church of secular canons with one of monks, as the secular churches of Lichfield and Wells were joined to the monasteries of Coventry and Bath. This was probably a definite attempt to bring the Bishop's See into close relation to Bristol, and it was emphasised by the appointment of William Canynges—who . . had served the office of Mayor five times, and had represented Bristol in Parliament—to the office of Dean of the College of Westbury, which he held from 1469 to 1474. But Bishop Carpenter was before his time. The church was impoverished at the Reformation, and became an ill-endowed perpetual curacy. Nothing can now be seen of the earliest church, or of the Benedictine church of St. Oswald, but it is possible that the pillars of the nave are a part of St. Wulfstan's restoration in 1093. Externally the tower, the side windows of the aisles, and the relatively large chancel, which are all the work of Bishop Carpenter's time, give the church the appearance of being a Late Perpendicular building. Internally there is considerable variety of style. The tomb of Bishop Carpenter, restored in 1853 by Oriel College, of which house he was Provost, stands on the south of the chancel, and his statue is above the west door. There are 1,010 sittings. The collegiate buildings were burned by Prince Rupert in 1643, but the tower of the gatehouse, which has recently been well restored, still remains a little to the west of the church."



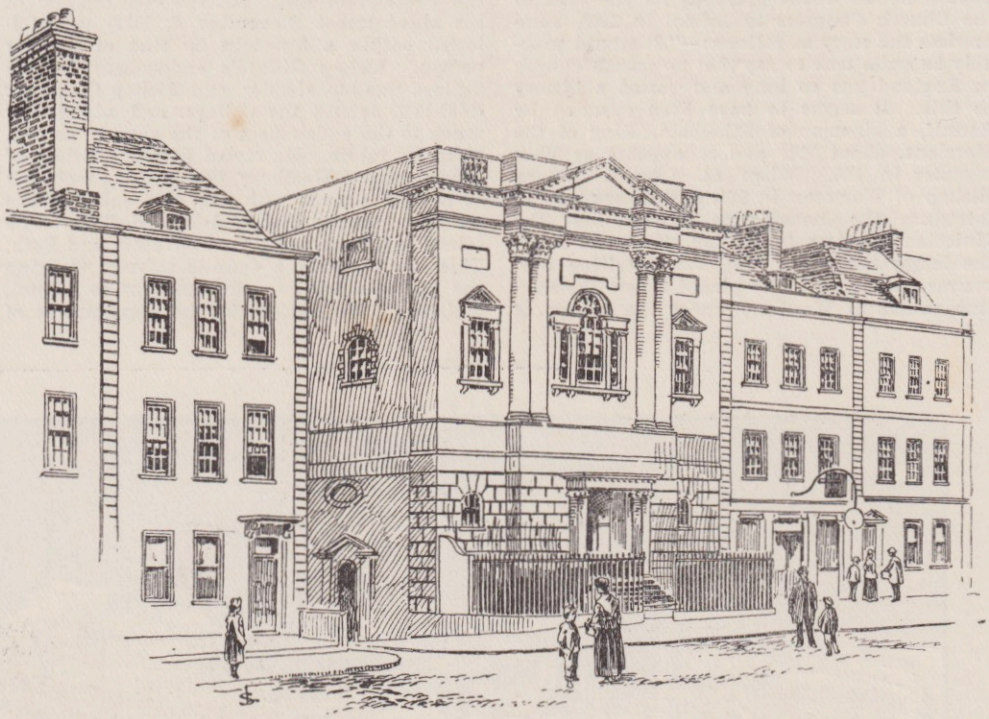
BIRD'S-EYE VIEW OF ST. AUGUSTINE'S; 1905.

(The view is across the Harbour, from the top of the premises of the Co-operative Wholesale Society, and embraces St. Augustine's Church, the Royal Hotel, the towers of the Cathedral and St. Mark's, College Green, and the Cabot Memorial, on Brandon Hill.)

HALLS AND MEETING-PLACES.

Public halls were not conspicuous among the buildings of Bristol fifty years ago. The Victoria Rooms, however, provided excellent accommodation for Clifton, their erection having taken place sixteen years before. The Assembly Room, in Prince Street, still did duty, and was occasionally used at a much later date. Then it disappeared from the list, and the former scene of many a fashionable gathering became a warehouse. Broadmead Rooms, bad although the access, continued the popular meeting place for large assemblies. At one time citizens had an opportunity of meeting "Tom Thumb" and his Liliputian friends there; at another, they could hear the late Mr Charles Bradlaugh or Mr Kennedy, the Scottish vocalist, and his family; a further recollection of the old room was associated with the curious entertainment by Mr Grossmith, the father of the gentleman who has often appeared at the Victoria Rooms in musical sketches. Political demonstrations held there were very numerous. One of the most exciting meetings in Broadmead Rooms was when the late Mr Elisha Robinson appeared, in 1880, as an Independent Liberal candidate.

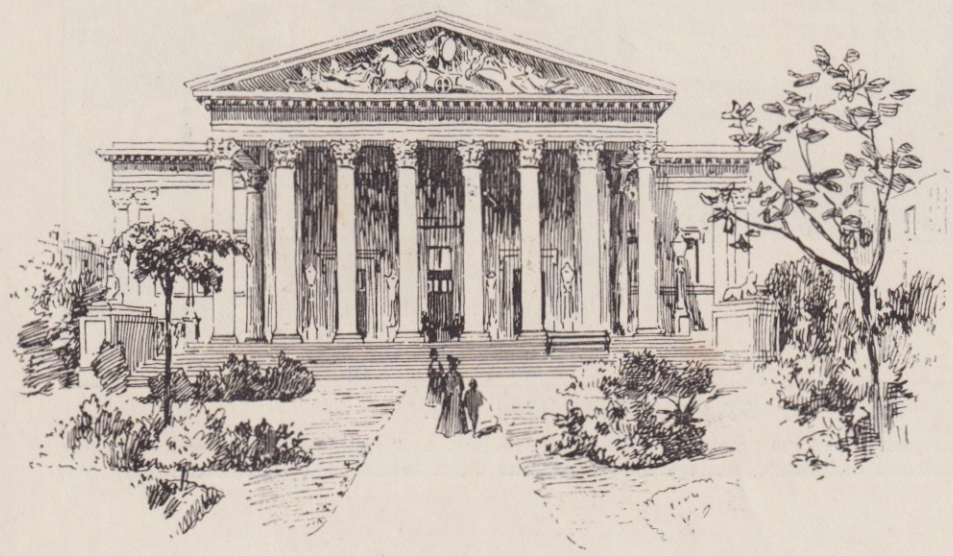
In 1861 a number of public spirited citizens associated themselves with a movement for providing Bristol with a central hall more adequate to its needs. At that time the Great House still stood in St. Augustine's Place, upon the site of the priory of Carmelites, or White Friars, founded in 1267. The monastery gardens extended from Steep Street on the east, to Pipe Lane on the west, and occupied the whole space from the Red Lodge downwards to St. Augustine's Back. At the dissolution it was purchased by the Corporation, and was subsequently acquired by Sir John Young, who built the Great House on the site of the priory. In the year 1707 it was purchased by Edward Colston, and adapted to the purposes of a boys' school. Its appearance while so used is shown by reproductions of old pictures on pages 171 and 172. In 1861 the school was transferred to Stapleton, and, as the site suggested itself as a suitable one for a large hall, the property was purchased, and, of the Colston Hall Company then formed, the following were appointed as first directors:—Mr George Thomas, Brislington, chairman; Mr Joseph Wethered, Mr S. W. Browne, Mr Christopher Godwin, Mr D. H. Walsh, Mr Samuel Budgett, Mr William Terrell, Mr Samuel Derham, Mr John Wetherman, junr., Mr W. D Wills, Mr George Thomas (Barnard, Thomas, and Co.), Mr Christopher J. Thomas, and Mr John Hare Leonard. The hall was opened for public use on the 20th day of September, 1867; it was capable of accommodating about 2,500 persons, contained a fine organ by Henry Willis and Sons, and for many years the hall and the accommodation it afforded were much appreciated by the citizens of Bristol and visitors from all parts of the country. On the morning of September 1st, 1898, a fire in an adjoining factory extended to it, and the flames spread through the great hall, which soon became a furnace. The finely moulded roof speedily collapsed; the organ was utterly destroyed, and a few hours later the interior of the hall presented the characteristics of an impressive ruin.



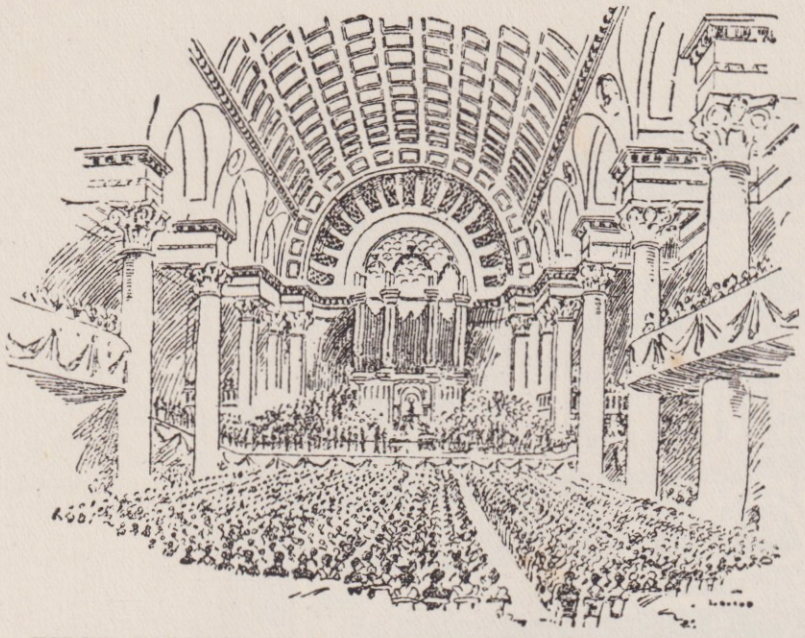
ASSEMBLY ROOM, PRINCE STREET, 1898.

The burning of the organ gave rise to a curious coincidence. The erection of the Hall, in 1867, proved an incentive to Mr Philip Smith to form the Philharmonic Society, and an organ was hired, and placed on the platform, to assist in the rendering of the oratorios and other compositions. The instrument was felt to be inadequate for the purpose, and interest in the subject was enhanced by a series of recitals given by Mr George Riseley. A couple of years later, the directors of the Hall decided to secure an organ of their own, and one of their number, Mr H. O. Wills, in company with Mr George Riseley, visited the Alexandra Palace, where a magnificent organ was tested. It had been built by Mr Henry Willis for the Exhibition of 1862 at South Kensington. The result of the trial was so satisfactory that a specification for Colston Hall organ was drawn up, and the resulting instrument, during its twenty-eight years' use, proved itself to be a wonderfully good one. Part of the pedal keyboard and a few small pipes were all that could be found after the fire in 1898, and the remarkable coincidence referred to is found in the fact that the Alexandra Palace organ, the model for the Bristol instrument, perished in the same manner.

Although everyone regretted the destruction of a hall the interior architecture of which had much that commanded admiration, the fire was felt to be a blessing in disguise, for it prepared the way for a larger, more convenient, and safer building. The new hall lacks the stately columns of the old, but while, with their carved capitals and moulded arches, these were excellent features in a picture, they were seriously obstructive to an assembly desirous of seeing and hearing; and in these respects as well as in others, the



VICTORIA ROOMS, CLIFTON; 1905.

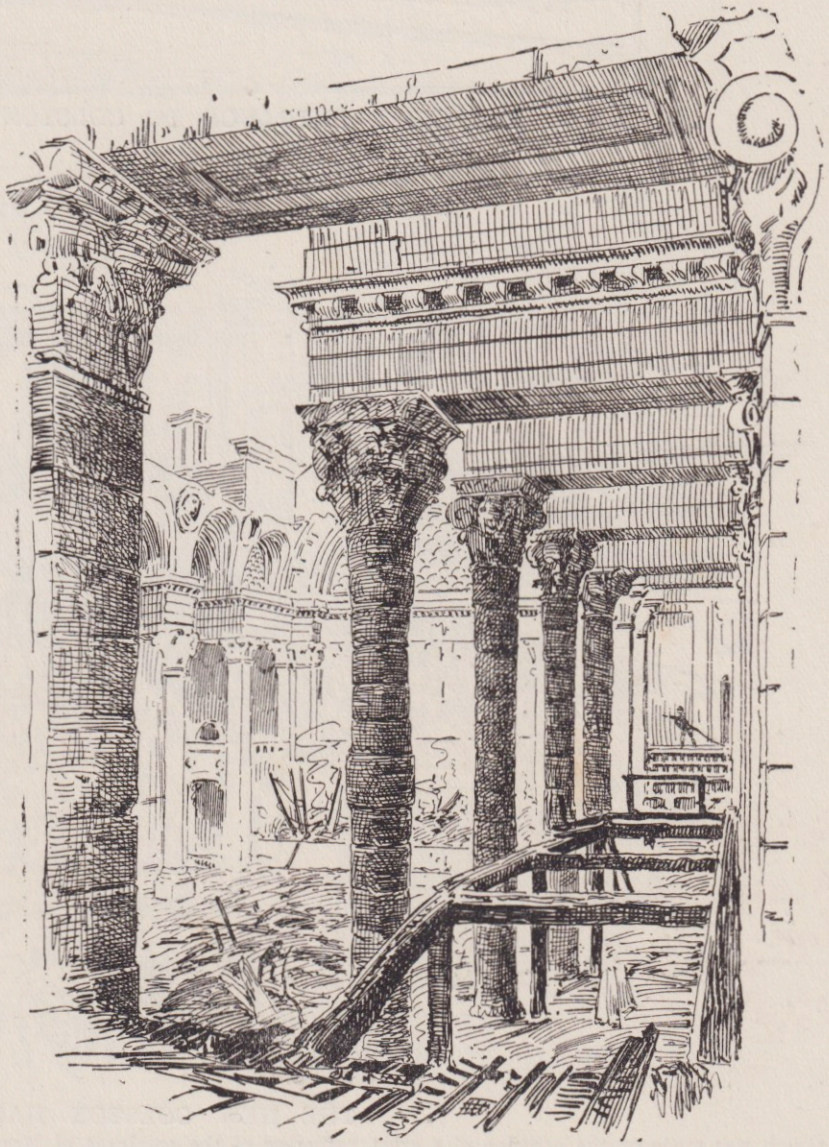


FIRST COLSTON HALL, DESTROYED BY FIRE, 1898.

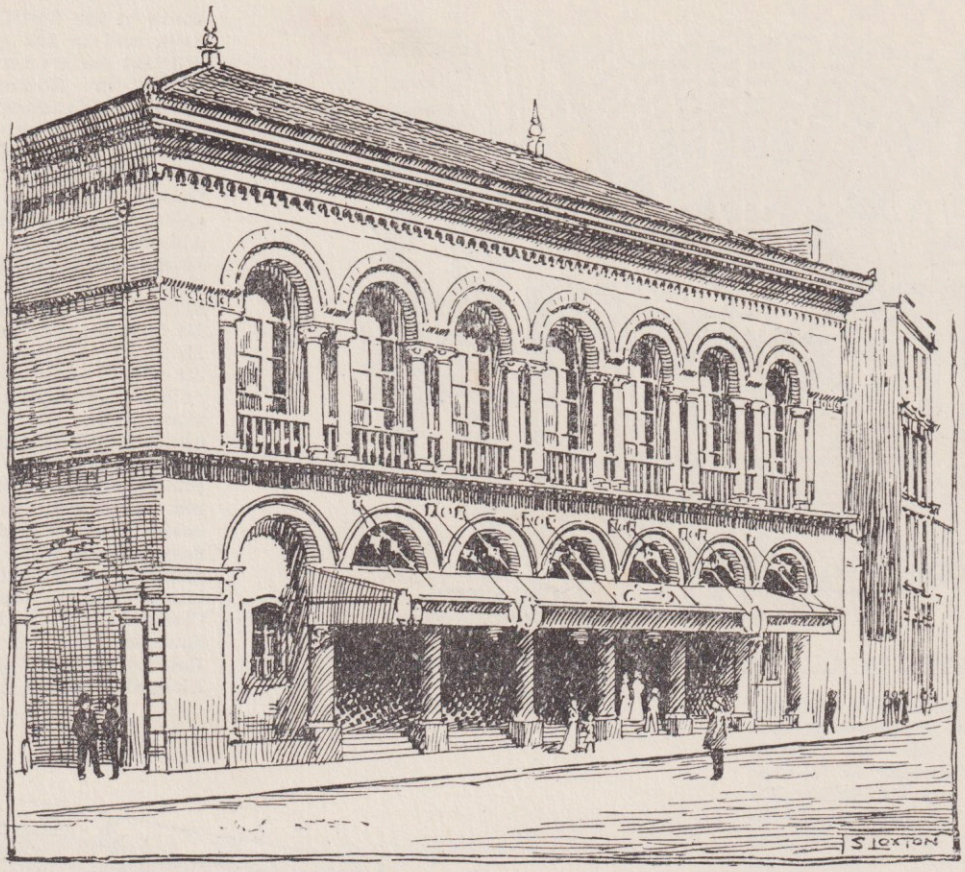
courageous policy of the Colston Hall Company resulted in effecting a great improvement upon older conditions. The hall has seating accommodation for 3,560, divided as follows: Ground floor 1,400, grand tier 610, gallery 900 orchestra 650. The total can be increased by utilising standing space for 1,440, thus bringing up the accommodation to 5,000. Upon special occasions, by removing a number of the seats, even larger audiences have been able to participate in great political demonstrations. The Lesser Hall seats 600, and the premises include several other rooms used for public gatherings. The new hall was opened on November 27th, 1900, with a reception and ball, at which a thousand guests were present. Lord Winterstoke followed his gift of an organ by instructions which led to the addition of numerous new features to the instrument, so that it now ranks as one of the finest in the world.

In the new building positions have been found for several portraits executed in bas-relief, among their subjects being Mr Herbert Thomas (for 34 years chairman of the company), Mr Joseph Storrs Fry, Mr Christopher J. Thomas, the Right Hon. Lewis Fry, and Mr William Butcher, the originator and first secretary of the company. Two sculptures by Mr Hope Pinker give likenesses of Mr Elisha S. Robinson, and of Lord Winterstoke. To the latter the Hall Company is indebted not only for the gift of the grand organ, but also for his munificent subscription for debenture stock. The bas-reliefs also include portraits of Mr Alfred N. Price and Mr Henry L. Riseley, two of the directors, who in conjunction with the secretary, Mr Arthur H. Riseley, devoted much time and thought to the elaboration of the details of the new building. In the vestibule is a bust of Mr George Thomas, the first chairman of the Colston Hall Company (presented to the Hall by his nephew (Mr Samuel Thomas), and a bust in marble of Mr Conrad W. Finzel (presented by the Finzel family). The latter is fixed on an oak pedestal made from a beam of the Fourteen Stars, a well-known inn at Counterslip, demolished to make way for Finzel's Refinery.

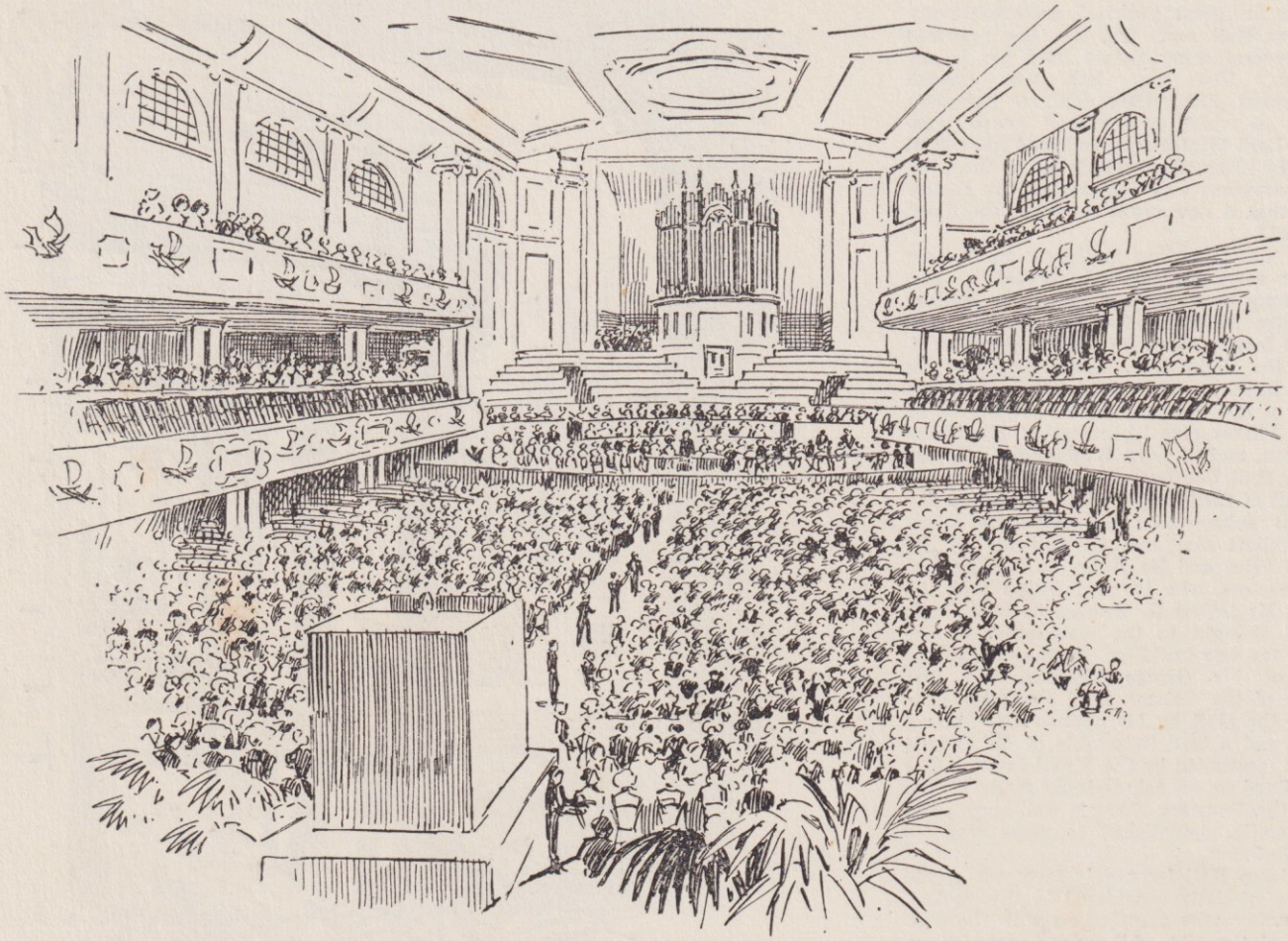
The Colston Hall for nearly forty out of the fifty years specially considered in this review, has had noteworthy associations with the political life of the city. Liberals, Conservatives, Irish Nationalists, and Socialists have held great demonstrations within the first and second buildings. Mr Joseph Chamberlain spoke at the first Colston Hall in his Radical days, and in the new building he made his militant declaration in favour of fiscal reform, which, in November, 1905, was followed by the resignation of Mr Balfour's Ministry. Sir William Harcourt; the late Lord Salisbury; Lord Goschen; Lord Rosebery; Sir Henry Fowler; Mr Asquith; Mr Lloyd George; Sir Edward Grey; the Duke of Devonshire, when Marquis of Hartington; Lord St. Aldwyn, when Sir Michael Hicks-Beach; Sir Morton Peto; Mr Samuel Morley; the Right Hon. Lewis Fry; Lord Winterstoke; Mr Kirkman D. Hodgson; Mr Augustine Birrell; Mr C. E. H. Hobhouse; Sir W. Howell Davies; Mr Sholto Vere Hare; Mr Walter Long; and Sir Conan Doyle have all confronted great political gatherings in one of the Colston Halls. At Colston Hall, on November 13th, 1907, Sir Henry Campbell-Bannerman delivered one of the concluding speeches of his premiership, and on the same night as his pronouncement, the serious breakdown in health occurred which led up to his fatal illness in April, 1908. If we turn to other departments of human activity, amid a crowd of well-known names, those of the late Duke of Clarence; Sir Wilfrid Laurier; Mr Charles Spurgeon; Dr. Punshon; General Booth; Lord Roberts; Lord Coleridge; Dr. Torrey; Mr Richard Booth, of the Blue Riband movement;



COLSTON HALL, AFTER THE FIRE; 1898.



PRINCIPAL ENTRANCE TO COLSTON HALL; 1908.

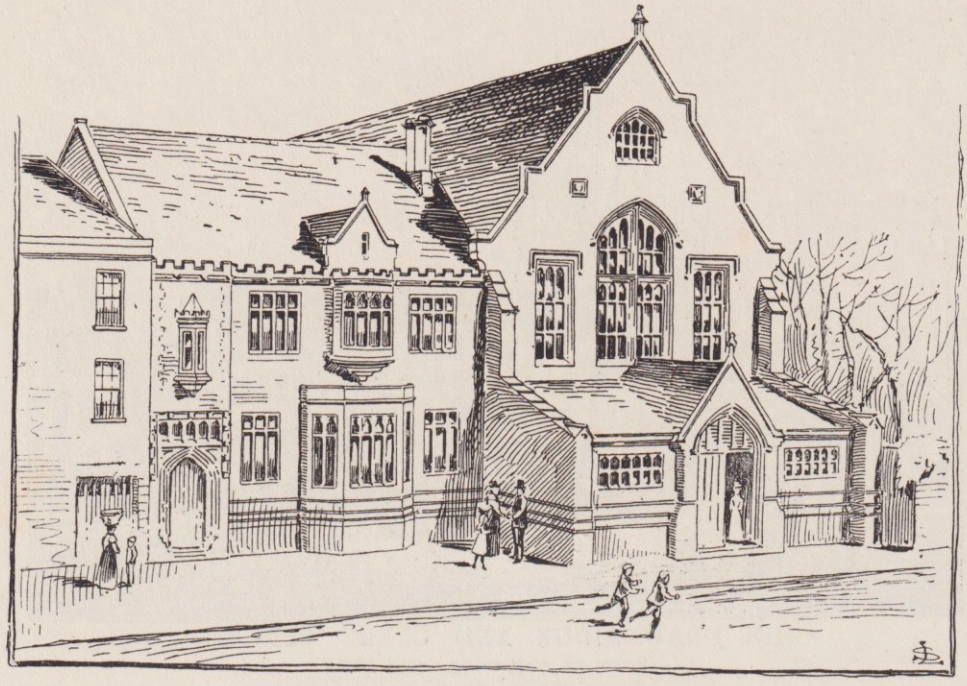


THE NEW COLSTON HALL.

(The sketch was made on the occasion of a great gathering of the employés of Messrs J. S. Fry and Sons, held on October 4th, 1902, to celebrate the coronation of Edward VII. Subsequent to that date the organ was considerably enlarged.)

Lord Peel; the Rev. Henry Ward Beecher; Dr. Talmage; Mr Moody, the Evangelist, are recalled among the associations of Colston Hall.

The Bristol Musical Festivals from the first have been held in Colston Hall, and many of the leading vocalists and instrumentalists of the world have charmed audiences within it, while the choir, trained by Mr Alfred Stone, Mr D. W. Rootham, and subsequently by Mr George Riseley, have won warm commendations by the sweetness and precision of their singing. The Musical Festival Society was founded in 1873, and twelve festivals have been held, the latest celebration being in 1908. That due in 1899 was abandoned in consequence of the burning of the building. His Majesty the King, when Prince of Wales, attended a concert at the Colston Hall, and H.R.H. the Duke of Edinburgh was among the performers on another occasion.

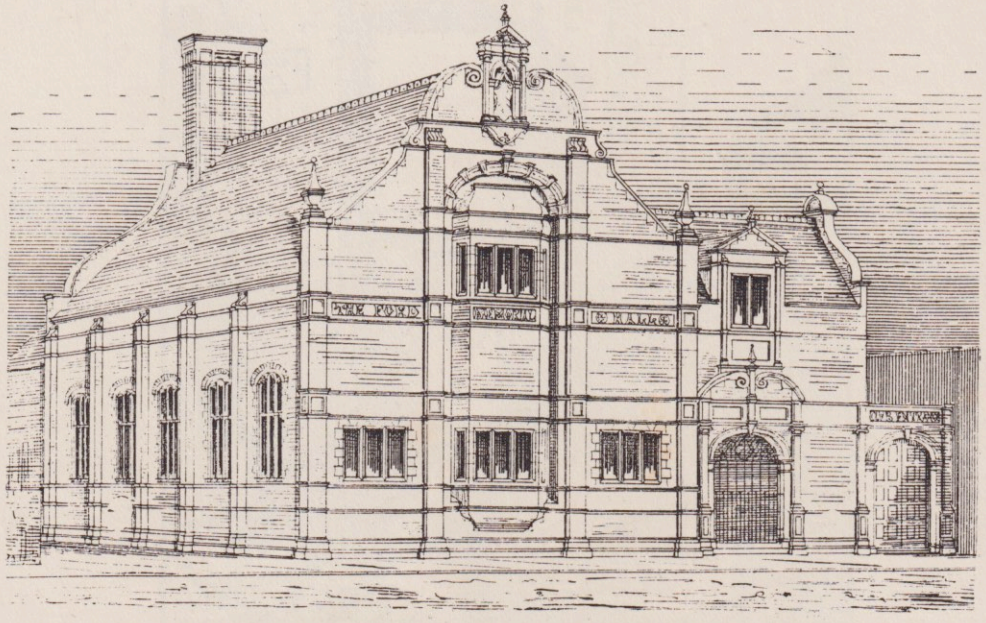


REDCLIFF PARISH ROOM: 1895.

Colston Hall, too, may be numbered among the most commodious of the places of worship in the city. One of the features in the religious life of Bristol during the last half-century has been the interdenominational Sunday afternoon services held in the great hall. Members of the Established and Free Churches have joined in the effort, decades have passed since its initiation, and the harmonious co-operation still continues. Large although Colston Hall is, it has frequently happened that hundreds have been unable to gain admission to these services.

Many notable speakers also have been heard at the Victoria Rooms, at the Dolphin Society's dinners, and at political and other assemblies. Among the names associated with gatherings at the Victoria Rooms are those of Princess Henry of Battenberg, accompanied by Princess Ena, who has since become Queen of Spain; Lord Salisbury; Lord Dufferin; Dr. Nansen, soon after his return from his memorable Arctic voyage; the Rev. Robert Moffat, the famous African missionary; King Khama, and other African chiefs; "Rob Roy," who travelled widely in his little canoe; Sir Henry Stanley; Mr Haldane; Lord Hugh Cecil; Mr Winston Churchill; Lord Charles Beresford; Sir Arthur Sullivan; Lord St. Aldwyn; Mr Zangwill; Mr Charles Dickens; and Madame Sarah Grand.

A meeting, memorable for anticipations of a riot which never occurred, was held during the Boer war at the St. Philip's Vestry Hall, and addressed by Mr Lloyd George. Dr. Macnamara and Mr Will Crooks are among those who have spoken at the Barton Hill Bath. Great meetings have also been held at the theatres and music-halls. Mr Arthur Balfour addressed an audience of nearly four thousand persons at the Empire Theatre, in Old Market; Sir William Crookes, as President of the British Association, delivered, in 1898, a memorable pronouncement at the Palace Theatre. The Prince's Theatre and the Theatre Royal have also been used for important public assemblies. Of the buildings mentioned in this paragraph, the Theatre Royal was the only one in existence in 1858.



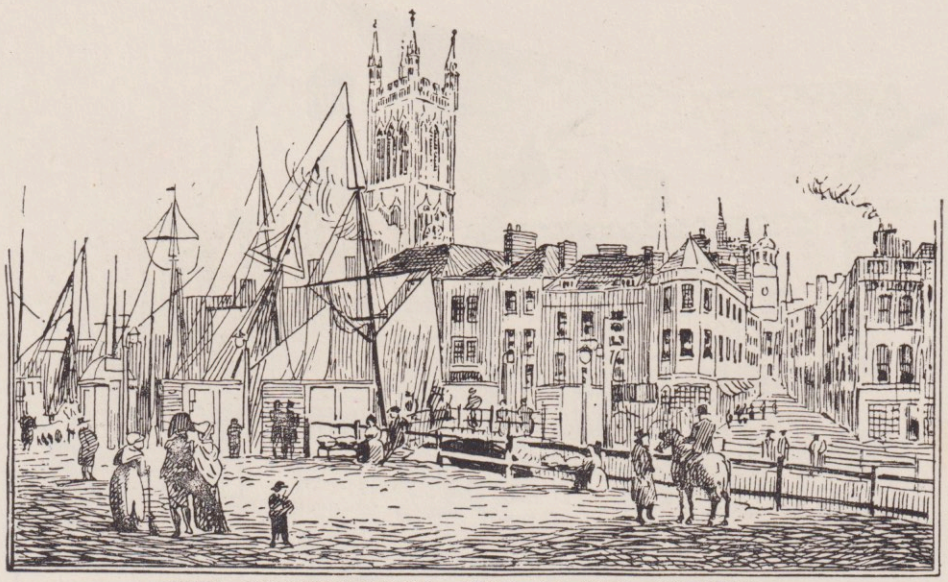
FORD MEMORIAL HALL, BEDMINSTER.

(The foundation-stone was laid on August 4th, 1891, by Lord Cross, Secretary of State for India. The Hall was opened on April 20th, 1892, by Lord Chancellor Halsbury.)

It is not until a list is attempted that it can be realised how much has been done since 1858 in the provision of public halls. Two commodious meeting-places belong to the city of Bristol—the St. Philip's Vestry Hall, and the Barton Hill Bath. On the site of the Vestry Hall formerly stood one of the old workhouses provided at a period long prior to the time when one Poor Law authority exercised jurisdiction over the municipal area. Eventually a workhouse erected at Eastville rendered that in Pennywell Road unnecessary. Parochial offices were established upon part of the site, and, ultimately, a commodious hall was built. The Barton Hill Bath, in winter, when not required by swimmers, is transformed into a fine hall. St. James's Hall, Cumberland Street, after being used as a meeting-place, was turned to other purposes. Bedminster has added to its old Temperance Hall a Town Hall and the Ford Memorial Hall, the latter having been erected to recognise the services of Mr James Ford, long a leader of the Conservative party in this city. The use of the Rifle Drill Hall, in Queen's Road, has not been confined to military drill purposes; exhibitions and great political demonstrations have been held within it. The late Lord Salisbury and Mr Balfour are among those who have addressed vast audiences in it. The Shepherds' Hall, Old Market Street; the Jubilee Hall, St. Philip's Marsh; Hannah More Hall, Park Street; Hamilton's Rooms, Park Street; the Memorial Hall, Royal York Crescent; the Albert Hall, Hotwells; the Redland Park Hall; the Ward Hall, Montpelier: Whatley Hall; the Oddfellows' Hall, in Rupert Street; the Broad Weir Hall, connected with the Wesleyan Central Mission; and several halls associated with district co-operative societies are also in regular use. Fine halls form part of the premises of the Young Men's Christian Association in St. James's Square and at Totterdown; the University College; the Royal and Grand Hotels; and the Grand Spa, Clifton. Not a few of the schools built within the last half-century afford excellent accommodation for public gatherings; lecture halls have become a recognised part of well equipped chapels, and parish halls are numerous. Those at Knowle; Guinea Street, Redcliff; Bishopston; St. James; All Saints', Clifton; St. Aldhelm's, Bedminster; Christ Church, City; are included in the list. Never in the history of Bristol were organisations and societies so numerous as in 1908, and the multiplicity of gatherings, and the facilities provided for them would astonish the Bristolian of 1858.

FERRIES AND BRIDGES.

In preceding sections, Bristol Bridge, with its long and interesting history; St. Augustine's Bridge, the great link between Central and West Bristol; and the Clifton Suspension Bridge, the admiration of all visitors, have been described and illustrated. A reference has also been made to numerous small and ancient bridges which crossed the Froom when that stream flowed as an open river through the heart of the city. Since it has been arched over its course is unknown to many, and the little bridges which served the needs of the old-time inhabitants have become merely names in local records. The reproduction from an old print of Union Street Bridge suggests this. It probably occurs to few among the hurrying crowd passing through Union Street that they are crossing over a bridge. Yet the Froom flows beneath their feet, and the construction of Union Street Bridge, resolved upon by the Council in 1771, together with the provision of a site for the Union Street market, involved the tipping of thousands of loads of earth to raise the ground on the lower side of the bridge. There are, however, other branches of the subject remaining to be considered.

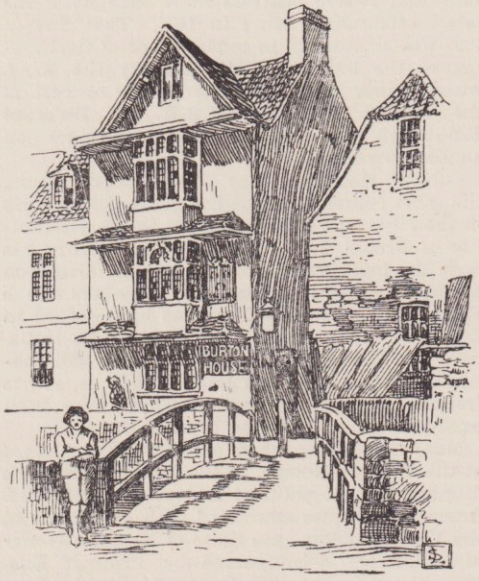


THE DRAWBRIDGE AND CLARE STREET.
(From an engraving dated 1808.)

The intersection of a city by rivers may be attended by advantages and disadvantages. In the case of Bristol the Avon and the Froom facilitated navigation, led to port development, and consequently to the growth of the community, and were of no small value during early periods when the defences of a town required serious attention. On the other hand, with the increase of population and the demand for quick communications in the civic area and with the country beyond it, the problem of how to cross these streams frequently presented itself. The ebb of the tide left the rivers almost devoid of water, and this suggests that at the very earliest period certain spots were regarded as convenient fording-places, particularly for men on horseback. Rownham was unquestionably one of these, and Mr Seyer associates the ancient fortified posts on Clifton Down and the opposite side of the Gorge with this fact.

"Time and tide wait for no man," and, on the other hand, there are always to be found reckless spirits who will incur risk rather than delay. Horsemen who essayed to cross the Avon at Rownham must frequently have found themselves confronted with a swiftly-flowing stream. Ordinarily a few hours would suffice for the river to become fordable as the tide receded, but sometimes for days together the rush of flood-water after heavy rainfall would make the passage perilous, if not impossible.

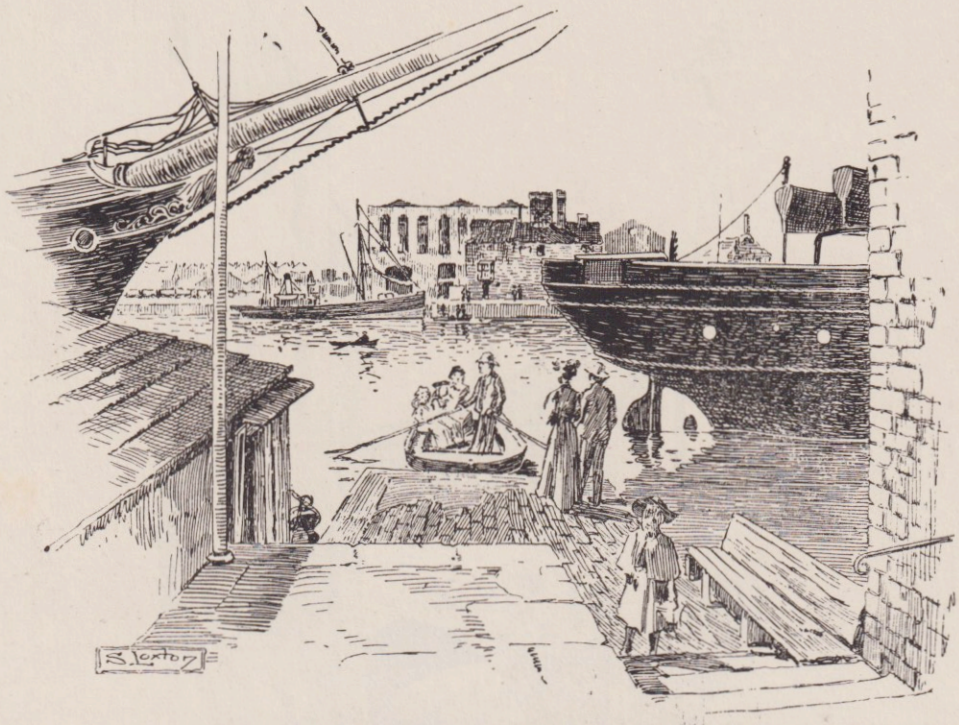
UNION STREET BRIDGE OVER THE FROOM.
(From an old engraving.)



ELLBRIDGE, THE ROPEWALK.
(From an old print. The stream is now covered. The gabled house is the Three Horse Shoes.)

Two tragic instances mentioned in the "Chronological Outline" of Mr John Evans are probably typical of others:—"1610.—Dec. 27, at ten o'clock at night, John Snigge, eldest son of Baron Sir George Snigge, attempting to cross the river at Rownham, in his way to Sir Hugh Smyth's, on horseback, was drowned. . . The same year, Richard George was drowned at the same place, in attempting to ride across the river." Long before this, some kind of a ferry existed; the Abbot of St. Augustine became the owner of it as far back as 1148, and found it a convenient route to his country residence at Leigh. It should be remembered, however, that if the ferry-boat was unequal to taking a horse over the river, the owner's only method of crossing was viâ Bristol Bridge, and a rider might be tempted to save himself a long détour by using the ford. At a very much later period it was not an uncommon thing for horses to be carried in the ferry-boat, and a picture in the Bristol Room of the Museum and Art Gallery represents an incident of this kind. In the painting, fashionably dressed ladies and gentlemen, as well as the animal, occupy the boat. Rownham Ferry at that period was not at the same spot as at present; it was slightly further down the stream, this being the locality where horsemen were in the habit of fording the river at low water. Business done by the ferry became large, and its value, as a revenue-earning concern, is indicated by the fact that in 1866, when the Corporation of Bristol acquired it from the Dean and Chapter, the price paid was no less than £10,000. It was supposed by some that the construction of the Ashton Swing Bridge would destroy the utility of Rownham Ferry. It has undoubtedly taken from it a large volume of its traffic, but the ferry is a near route to the Clifton Bridge Railway Station, and continues to be patronised by many travellers.

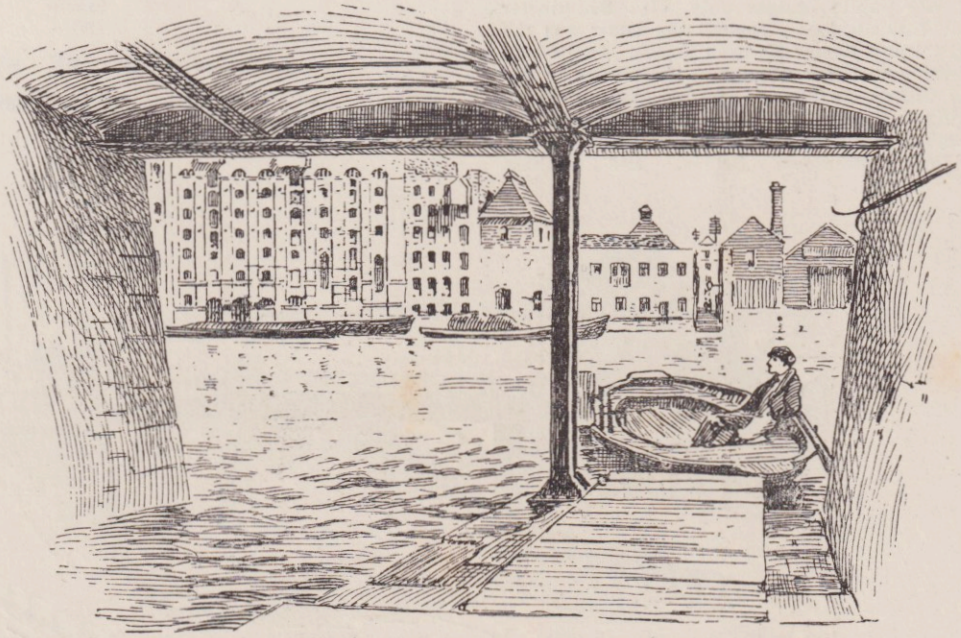
Another ancient ferry is shown in an old map of Bristol—that from the vicinity of Queen Street (Castle Street) to Temple Back. It appears to have crossed to Counterslip, the name originally being "Countess-slip." It was probably much used in days when the Castle of Bristol was still garrisoned for the King. Eventually the Ferry was superseded by St. Philip's Bridge. The necessity for such a structure across this part of the Avon became so great, that in November, 1837, a meeting of traders and inhabitants resolved that a bridge should be constructed. A company was formed, Parliamentary powers were obtained, and on December 1st, 1841, the new bridge was opened. With approaches, the cost was something like £30,000. St. Philip's grew rapidly in population, and the removal of the bridge toll was strongly urged upon the City authorities. The number of persons crossing was a growing one. Mr Latimer mentions that the ferry, bought up by the Bridge Company, carried in one year 115,000, and the temporary bridge put up by the company while the permanent one was under construction was used in twelve months by 342,000 persons. By the time the agitation for the abolition of the toll became so strong that the Council were moved to action, the traffic over the bridge was very much greater. The solution of the toll problem occupied considerable time, and in the end terms were arranged between the Corporation and the company, and on July 31st, 1875, the toll was abolished. The bridge originally had a middle section which opened, to allow vessels to pass; this, however, was thought to be unnecessary, and, when the old structure was replaced by one of an improved character, it was made of the fixed type. It is extremely probable that at a very remote period a ferry preceded the earliest bridge between St. Nicholas Gate and St. Thomas, near where Bristol Bridge now stands.



THE GAS HOUSE FERRY; ABOUT 1905.

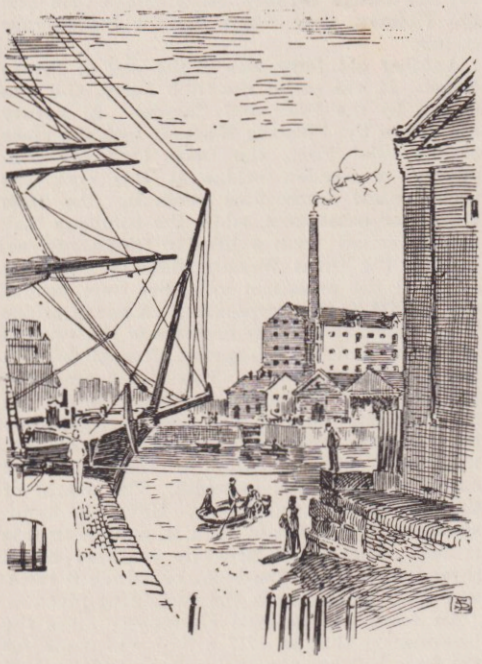
Another old ferry was at the end of Prince Street. It was called the Gibb Ferry, and was owned by the Dean and Chapter. A century ago, when the Floating Harbour took the place of the tidal river, the Dock Company constructed a wooden bridge at this spot, the ecclesiastical authorities retaining the tolls from foot passengers, while the company took those derived from vehicular traffic. Subsequently the Great Western Railway Company acquired the passenger tolls, but were bought out in 1878 by the Corporation. A swing bridge was erected by the city in place of the wooden structure, and it was opened, free of toll, on the 27th January, 1879. This was a great improvement. The old bridge was wide enough for only one vehicle, and had no footpaths; the new one had two roadways, each 7ft. 9in. wide, and two footpaths in addition, these each being 4ft. 3½in. in width. The weight of the new bridge was 170 tons. Hydraulic appliances were provided to open it, and when this is done, the whole structure is lifted about three inches above the block on which it rests, and then swings upon the sustaining pivot.

An entry in the local chronology gives the information that in 1717 a slip was made for the ferry between the Welsh Back and Redcliff Back, and another on the Grove, to accommodate what we now know as the Guinea Street Ferry. Both ferries are still in use. In spite of the activity in bridge building, ferries appear to have increased in number rather than diminished. The Bristol Guide published about 1825 mentions that there were then four in existence, viz., Rownham, Queen Street, Redcliff Back, and Guinea Street. The Queen Street ferry has been abandoned, but to the list may now be added ferries from the Broad Quay to St. Augustine's; from Prince's Wharf to



FERRY FROM WELSH BACK TO REDCLIFF BACK; ABOUT 1905.

Canons' Marsh; from Canons' Marsh (by the Gas Works) to Wapping; and from Mardyke to the Cumberland Road side of the Harbour. Vauxhall and Totterdown ferries have been rendered unnecessary by bridges, but Southville ferry remains in use, and has a considerable business. Another important ferry, and one the working of which involves no small difficulty, owing to the rapid tidal flow and ebb, is that between Shirehampton (now part of the municipality of Bristol) and Pill. St. Anne's,

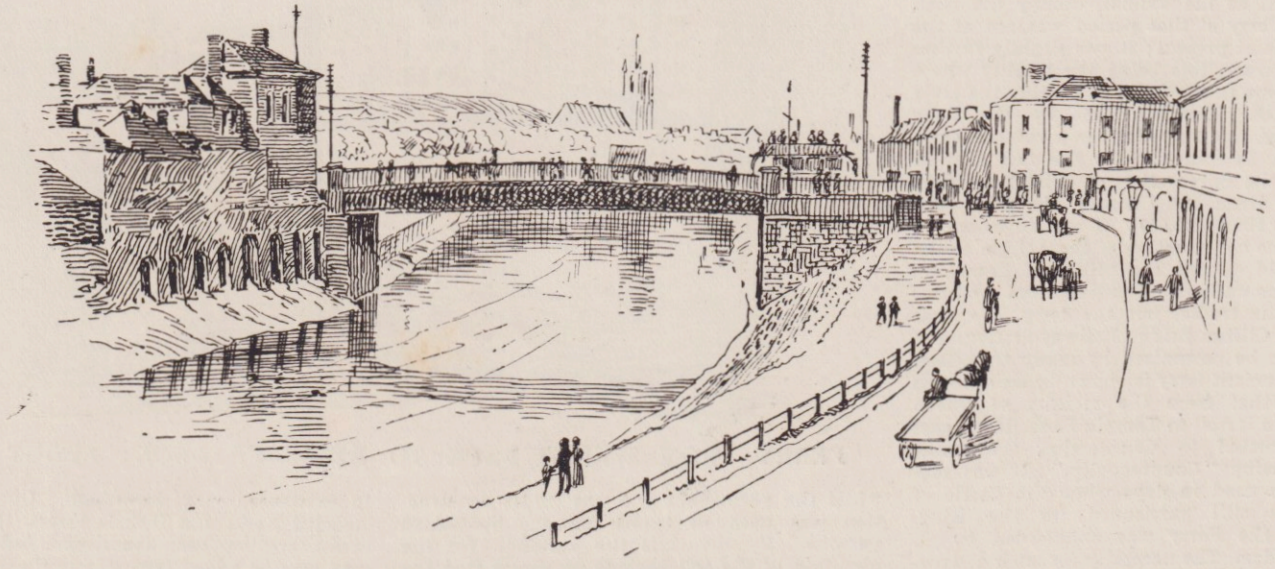


GUINEA STREET FERRY; 1906.

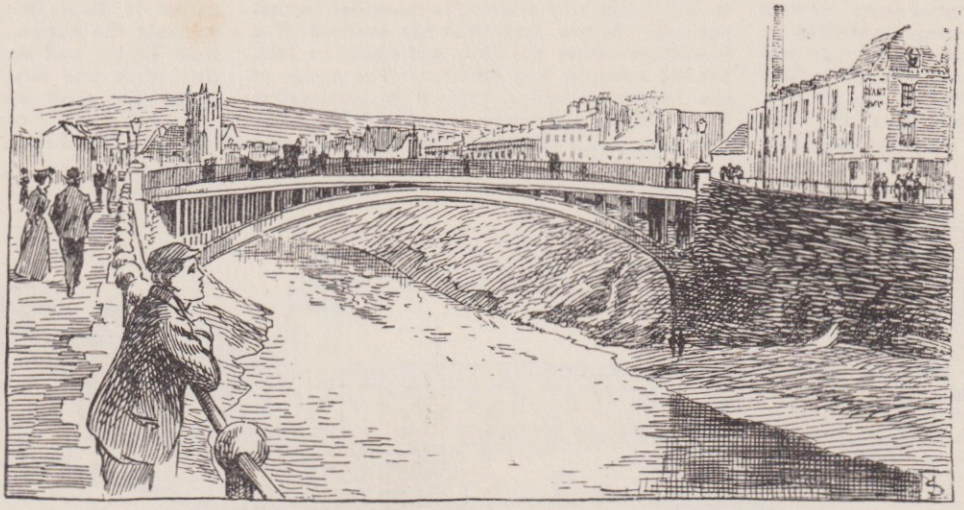
Brislington, and St. George are also connected by a ferry.

Fifty years ago the tidal Avon below Rownham, and the New Cut above it, were spanned by two public bridges only, viz., Bedminster and Bath Bridges. Beyond the latter was the Bristol and Exeter Railway bridge. In 1908, in addition to these structures, there were in use the Clifton Suspension Bridge, Ashton Swing Bridge, Vauxhall Footbridge, Langton Street Footbridge, Bath Road railway and footbridge, Totterdown Bridge, and Netham

QUEEN STREET BRIDGE; 1905.
(This bridge crosses the Castle moat.)



BATH BRIDGE FROM THE EAST; 1906.



OLD BEDMINSTER BRIDGE AND THE NEW CUT.

(Viewed from Cumberland Road.)

Bridge. In addition to the amount of bridge-building indicated by this list, old Bedminster Bridge has been replaced by a modern and more commodious structure, and much has been done in other parts of the city.

The ancient Bedminster Bridge was that which carried the road over the Malago Brook, a stream passing beneath the highway near the north-eastern end of the Imperial Tobacco Company's great factory in East Street. The little structure was known as Brightnee or Bright Bow Bridge, and is mentioned in the ancient records. The Bedminster Bridge of which everyone thinks to-day is that over the New Cut. The original was one of the results of the dock enterprise of the beginning of the nineteenth century; the New Cut constituted an artificial barrier between the city and Somersetshire, and Bedminster and Bath Bridges were placed across the waterway to accommodate the two important streams of traffic. Both were curious examples of bridge-designing. Up to that period stone had been

BROAD QUAY TO CANONS' MARSH; 1906.

the material ordinarily employed, and ideas with regard to the use of iron were very different from those of the modern engineer. Old Bedminster Bridge, remembered by many, was an example of this. Brunel said it was "a wonderful bridge"—the wonder, in his estimation, being that it survived the risks to which it was subjected. It was formed of a series of arched ribs of cast iron. The ends of these rested on stone abutments, and the roadway was carried on a number of these slender ribs, crossing the stream parallel to each other. The frailty of the design was apparent, the weakness being in the disastrous effect likely to be produced by a side thrust. In October, 1860, it had a serious attack made in this most vulnerable direction. An African trader, named the Fanny Chapman, had been towed up towards Bathurst Basin, and, under the combined influence of a strong wind and a quickly-flowing tide, she was carried onward with such force that the rope, which had been used to check her, parted, and she was driven rapidly into the middle of

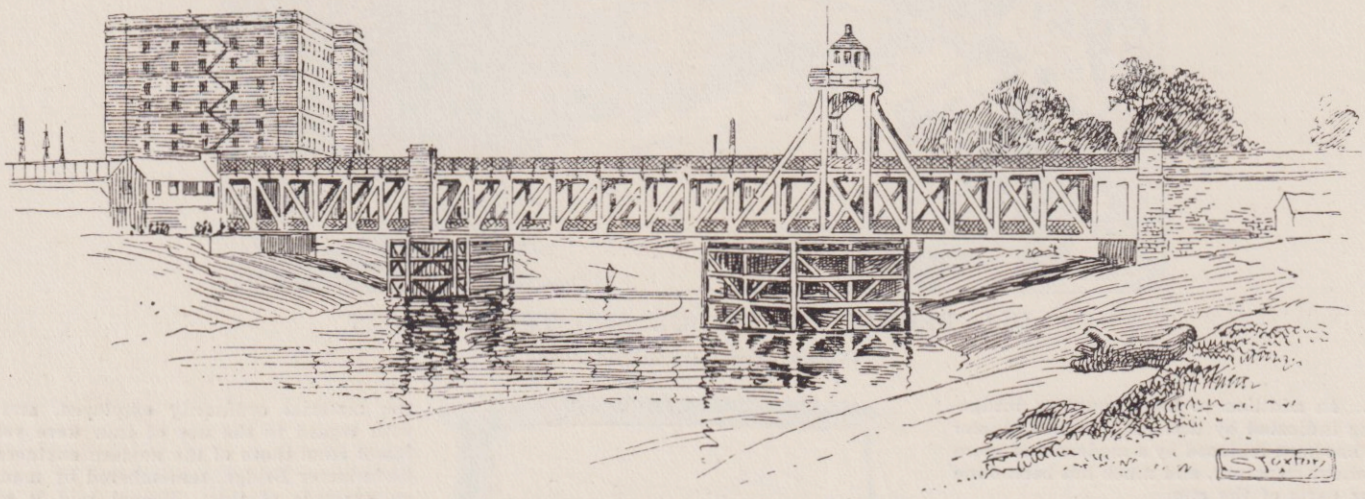
BEDMINSTER BRIDGE; 1908.

(Viewed from Redcliff Hill.)

the stream. The most strenuous exertions were made to stop her, but she rapidly drifted in the direction of Bedminster Bridge. It was soon evident that the vessel would collide with the bridge. The extremely high tide, however, saved the bridge from the full force of the shock, for the bowsprit caught in

H. Yabbicom, who afterwards succeeded to that position. A first stage was the erection of a footbridge across the Cut, and then, in 1832, the old structure was removed. The design of the improved bridge gave it a carriageway 40ft. in width, and two footways, each 10ft. wide. New abutments of stone were provided, and

career of Bath Bridge, the origin, and presumably the design, of which were the same. Bath Bridge had an anxious beginning. The iron work was nearly complete in its place across the river when in February, 1806, it collapsed, two workmen being mortally injured. The bridge was, however, proceeded



ASHTON SWING BRIDGE; 1907.

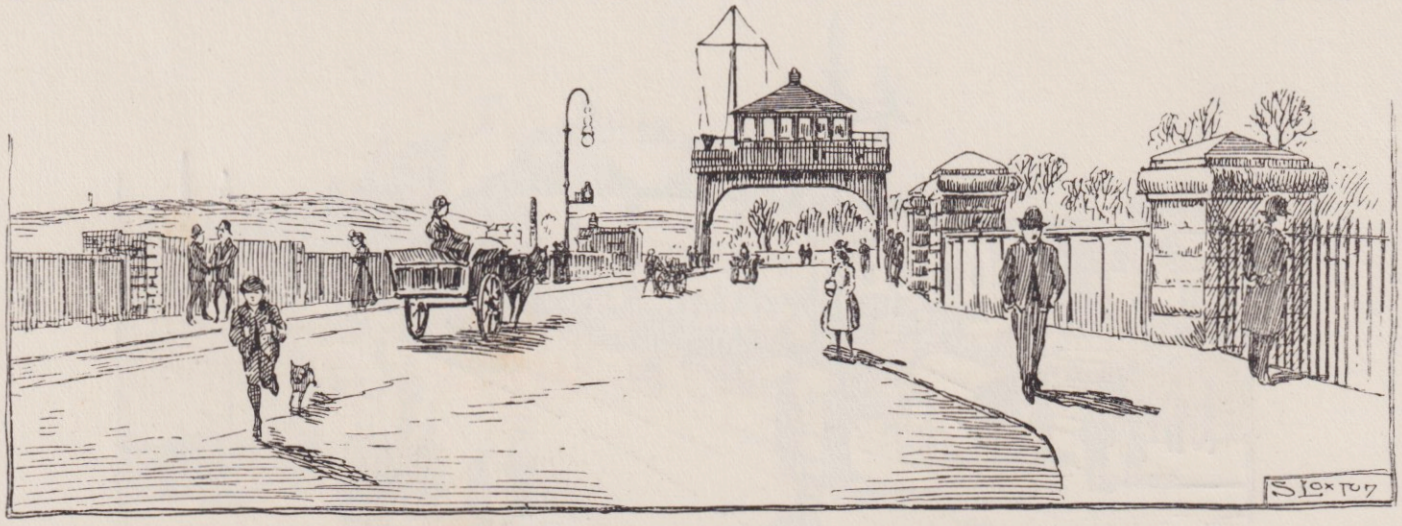
(The building on the Cumberland Road side is one of the Corporation tobacco warehouses.)

the coping, a considerable portion of which, with the iron railings, was thrown down. The bridge, which was crowded with spectators, was seen to shake as if about to fall, and there is little doubt that had the full force of the blow come against the iron girders a serious accident would have taken place. The structure survived, however, and notwithstanding its weakness, accommodated an ever-increasing volume of traffic. Its inadequate capacity eventually ended its history. The roadway was only 21ft. wide, and each of the side pavements 4ft. 2in. Bedminster was growing apace, and in 1880 a civic return gave over 18,000 foot passengers and 2,383 vehicles as an ordinary day's traffic across the bridge. The

the wrought iron girders were so arranged that the camber of the original structure was to a great extent avoided, the road being only a foot higher at the centre than at the two ends. The contractors first completed 15 feet of the width, so that traffic could cross, and, on February 1st, 1834, the finished bridge was opened by the Mayor, Mr (afterwards Sir) Joseph Weston. The cost was about £16,000.

An interesting feature of the project was the removal of the footbridge some distance up the stream, so that it might connect Langton Street, Cathay, and the neighbourhood of St. Luke's. The abutments having been prepared at this site, barges were placed beneath the footbridge, so that, as the tide rose, the struc-

with and finished, and for nearly fifty years served the public. Then it came to a tragic end. The method of construction made it particularly weak when exposed to a blow on the side, and it was in this way the attack came. In 1855 a steam barge of 180 tons had delivered a cargo of coke to the railway works, and was returning down the river, in which a strong current was running. Instead of passing clear underneath, she struck the iron ribs, and the bridge, according to a spectator, fell like a child's house of cards. Two persons were killed. A ferry was established, and the work of bridge-building pushed forward so rapidly that, although the accident occurred on March 20th, by the 5th of June foot-passengers were



APPROACH TO ASHTON SWING BRIDGE; 1907.

(The intricate bridge mechanism is operated from the building surmounting the structure.)

statistical statement showed that Bath Bridge carried only half the number of pedestrians and 1,786 vehicles. On Sept. 28th, 1880, the City Council decided that a new bridge should be built, and soon afterwards the work was commenced under the supervision of Mr Frederick Ashmead, then the City Engineer, and Mr T.

ture was lifted on the stages they supported. The bridge was thus carried to the required spot, where its descent, as the tide fell, was carefully regulated, so that it might rest in the precise position it was intended to occupy.

The survival of Bedminster Bridge from 1807 to 1882 formed a noteworthy contrast to the

able to pass over the new structure, the design of which was markedly different from that adopted by the earlier engineers. Towards the close of 1908 it was reported that the Docks Committee contemplated a partial reconstruction of Bath Bridge. Instructions were thereupon given by the Council that that committee

should confer with the Sanitary and New Streets Committees with the view of arranging for the structure to be widened.

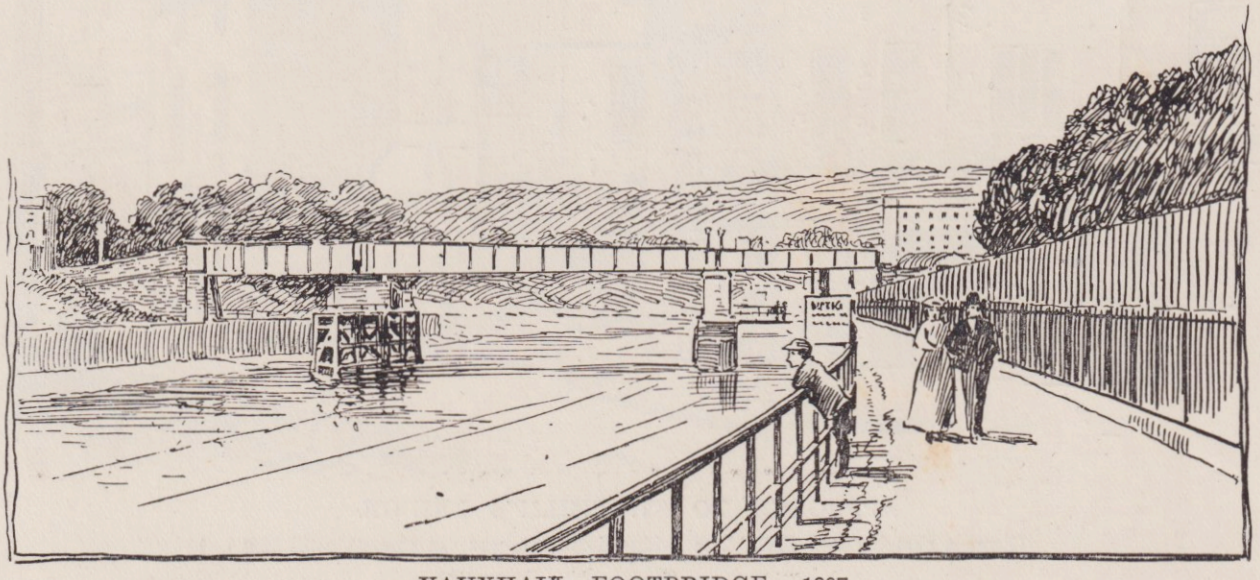
In Bath Road, not far from Bath Bridge, a passage bears a notice that it leads to Albert Road. The way across the river is by a footpath attached to the side of an extremely long Great Western Railway bridge. This structure helps to connect the main lines to London and South Wales with the Bristol and Exeter section, so that certain trains may escape the necessity of passing through the oft-congested Temple Meads Station. The bridge is of steel, and exemplifies the bow-string principle. One span of it carries a double track and a public footway across the tidal river; a second section, also of considerable length, passes diagonally over the roadway. The structure is supported upon huge columns resting on foundations carried deep down through the soil. Several other railway bridges have also to be included among the enterprises of the past fifty years.

Totterdown Bridge joins Bath Road with St. Philip's Marsh close to the Corporation destructor, and haulage of refuse for incineration forms a considerable part of the traffic over it. It is a substantial bridge of the girder type, and is approximately 40ft. in width. Approach roads on both sides had to be formed on embankments, so that the scheme, which dates from about 1886, was a rather expensive one. Netham Bridge is a light steel structure forming a link between the population of New Brislington and the industrial district of Netham.

Probably the most costly bridge in Bristol is that, already named, between Cumberland Basin and Ashton. From an engineering point of view it is in interest second only to the Suspension Bridge, owing to the combination of requirements it had to meet. The use by pedestrians and vehicles, and by trains of railway trucks, had to be safely combined with the ability to quickly swing open in order to allow masted vessels to pass up or down stream. The bridge was first used for railway traffic on October 3rd, 1906, and the public opening was performed on the following day by the Lady Mayoress, Mrs A. J. Smith. In the course of the proceedings the Lord Mayor read the following detailed description of the bridge:— "The movable portion of the bridge is 202 feet in length, and weighs about 1,000 tons. There are two decks, the lower carrying two lines of railway, and the upper a roadway 20 feet wide and two footpaths each 5ft. 6in. wide, making a total width of 31ft. The railway approaches the lower deck on the level. The roadways approach the upper deck on inclines carried over the railway by fixed spans, which, including the movable portion, make the total length of the bridgework about 600ft. When it is necessary to open the bridge for the passage of vessels it is swung round by hydraulic engines placed in a cabin erected over the bridge, the power being supplied from the pumping engines in the Underfall Yard. When the bridge is in position for railway and road

THE CASTLE MOAT; 1820.

(The sketch shows the open moat between Queen Street and Tower Hill.)



VAUXHALL FOOTBRIDGE; 1907.

(Viewed from riverside footpath, Cumberland Road.)

traffic to pass over it, it is locked in that position in such a way that it cannot be moved until the railway signals have been set to stop trains approaching, and, while in that position, it is impossible also to lower the signals which indicate that vessels may approach and pass through. When it is necessary to open the bridge for the passage of vessels it is first unlocked by the signalmen on shore at each end. The operation of unlocking at the same time renders any movement of the railway signals impossible. The unlocking of the bridge sets free the levers for actuating the machinery which turns the bridge, and, when the bridge has been swung clear of the waterway, the signals which permit vessels to pass can be operated, but these signals again are so arranged that it is impossible to signal to vessels to approach in both directions at one time. The interlocking of the signals with one another is effected both by mechanical and electrical contrivances. There are telephones from the bridge to the railway signal boxes, to the Vauxhall Bridge upstream, and to the Hotwells Pontoon downstream, and, in addition, there are gongs, and a code of signals has been arranged by means of which the bridge master may be kept informed of the movement of vessels approaching the bridge."

From the inception of the Ashton Bridge scheme, in 1892, to its completion, sixteen years elapsed. The enterprise was, indeed, dropped, and revived, and the conditions with regard to labour and the price of materials, when the work was in hand, differed markedly from those when the original estimate of cost was drawn up. Variations were made in the plans, and even in the site. At the outset the expectation was that the outlay would be £36,500. The Great Western Railway agreed to pay half the cost, but, unfortunately for the citizens, when the amount was translated into a fixed sum, £18,000, that figure was allowed to become the basis of the agreement. After it was definitely decided to proceed with the undertaking, one cause of serious delay and expense was the legal action taken by the Ashton Vale Iron Company, who then had possession of a piece of land on the Ashton side of the river, on which was laid an old tramway track extending to their works. That land was required for the bridge scheme, and the heavy demand for compensation made by the company had to be settled by prolonged and costly arbitration proceedings. The company did not succeed in their claim, but the award was slightly larger than the offer made by the Corporation, and to the costs entailed by this inquiry had to be added an extra payment to the contractor for the hindrance. The result of a combination of circumstances was that the outlay upon the bridge amounted to £70,389 instead of £36,500 as at first expected. The Docks Committee laid the facts before the Great Western Railway Company's representatives, with the result that the contribution was increased from £18,000 to £22,000, leaving the net cost of the bridge to the ratepayers £49,389. The Docks Committee, in October, 1908, presented a long report upon the subject, in which these figures were contained, and the document concluded with the announcement that the Great Western Company had "generously agreed to increase their contribution from £18,000 to £22,000." In addition to the outlay given in this report, however, that upon the approaches from Cumberland, Coronation, and Ashton Roads had to be reckoned. The construction of these approaches was of an onerous nature, the ground-level deck of the bridge having been reserved for railway traffic, while the public upper deck was considerably above the level of the river's banks. On the southern side of the Avon wide approach roads were constructed upon substantial embankments connecting the bridge with Ashton Road and Coronation Road. The 1907-8 volume of civic accounts gave details of the expenditure on the three approaches, the total, including the expense of raising the capital, being close upon £20,000.

A few hundred yards from the notable structure just described is Vauxhall Bridge, opened on June 1st, 1900, by the Lady Mayoress (Lady Ashman). Its cost has been stated to have been roundly £10,000. It has a total length of 270ft., and the swinging section, 158ft. in length, weighs 150 tons. The swinging portion is pivoted on a hydraulic ram, and, when about to be opened, this section is lifted clear of impediments, and pulled round by chains operated by a drum. Hydraulic power is supplied from the adjacent Underfall Yard, the headquarters of the Dock Engineer and his staff, but emergency appliances for opening are provided on the Coronation Road side in case of a breakdown of the regular power.

Among the numerous dock bridges built during the past half-century is one of the bascule type, viz., that which crosses the lock between Bathurst Basin and the Harbour. It is divided longitudinally, one portion being allotted to the lines of the Great Western Railway, and the other to public traffic. To allow the passage of vessels through the lock the bridge is swung upward on pivots at the Guinea Street end by machinery provided for the purpose.

Twenty-one bridges in Bristol are chargeable to the general district rate; and those for which the Docks Committee are responsible are also numerous, and, with very few exceptions, these structures, which play so important a part in quick and convenient communication between various portions of the city, have been built since 1858.

APPROACH TO ST. PHILIP'S BRIDGE.

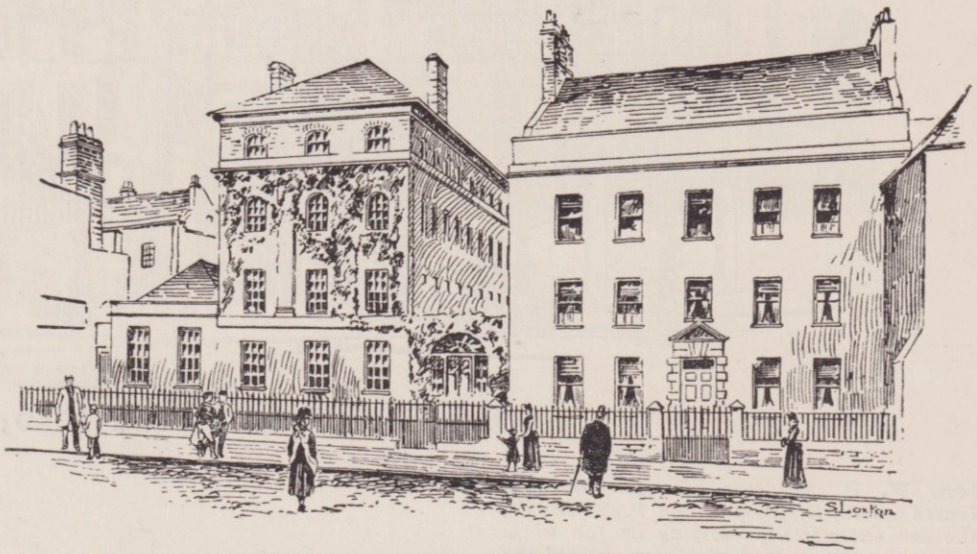
(From a sketch dated 1840. The bridge, however, was not opened until 1841.)

THE BAPTIST AND WESTERN COLLEGES.

It is impossible to estimate how many times the architecture of the Baptist College in Stokes Croft has been likened to that of a prison. In his memorials of the institution, the Rev. S. A. Swaine pictures a stranger taking stock of its exterior, speculating whether it be a workhouse or a gaol, and being led to the latter conclusion by the cell-like windows and the high wall bounding it on the City Road side. Yet, unattractive although the building is, the institution has a long and notable history. In 1679, soon after the Baptists in Bristol began to be recognised as a distinct denomination, Mr Ed. Terrill realised the importance of their ministers being properly trained, and, by deed, devised a large portion of his estates for the maintenance of a holy learned man, well skilled in Hebrew and Greek, who owned and practised believers' baptism. This tutor was to devote three half days in the week to the instruction of not more than twelve young Baptists, their training being limited to two years. Mr Terrill's scheme did not come into operation until forty years afterwards, and for a considerable while it seems to have been the rule for the minister of Broadmead Baptist Chapel to hold the position of president or tutor of the Academy, then, as now, carried on in Stokes Croft. The Rev. B. Foskett was the first to be chosen for this double office, and, upon his decease, the Rev. Hugh Evans succeeded him. The Rev. Dr. Caleb Evans became his father's assistant at Broadmead, the younger man proving himself an ardent educationist by afterwards establishing free schools at Bristol, Mangotsfield, and Downend. He and his father were instrumental in reorganising the work of the Academy; the Bristol Education Society was formed, and assisted in carrying the enterprise forward. The Rev. Dr. Ryland next held the positions of president and pastor, and about a decade after his advent an appeal was made for funds to erect a new Academy, with the object of rendering the benefits "more solid, permanent, and extensive." Dr. Ryland laid the foundation-stone on August 6th, 1806, and for rather over a century the work has been carried on in the curious structure thus brought into existence at a cost of about £12,000.

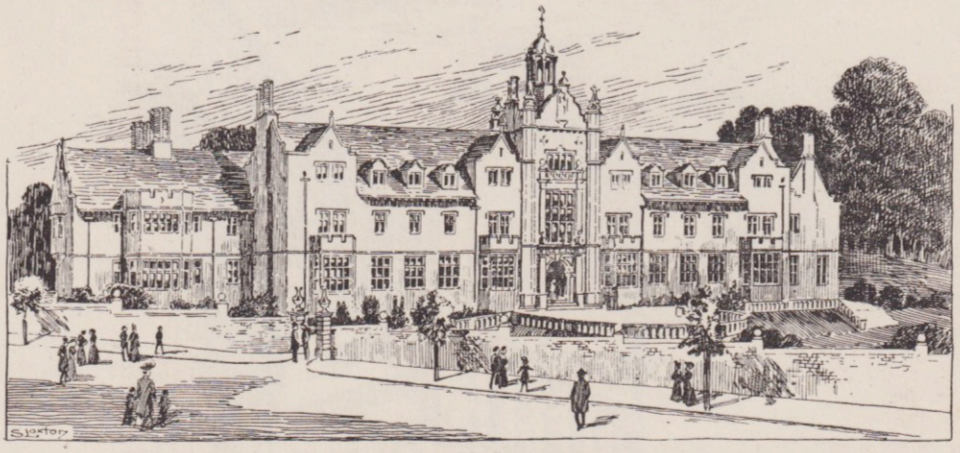
the rattle of electric tramcars, and the hoot of motor-horns, would lead teachers and students to wish for a quieter spot in which to carry on their work. That was one of the considerations which led to the acquisition of a site in Tyndall's Park, and the decision to erect thereon a new college. The total cost of the scheme on the plans drawn by Messrs Oatley and Lawrence has been estimated at £18,000, towards which it is hoped a substantial sum may be obtained from the sale of the Stokes Croft premises and site.

There are, however, other reasons for the desired change. Lapse of time has altered materially the conditions under which the college does its work. It has been, in recent years, realised that certain branches of study might, with mutual advantage, be jointly undertaken with the students of the sister institution, the Western College, founded to train



BAPTIST COLLEGE, STOKES CROFT; 1897.

(The College is on the left, and the Principal's house on the right of the picture.)



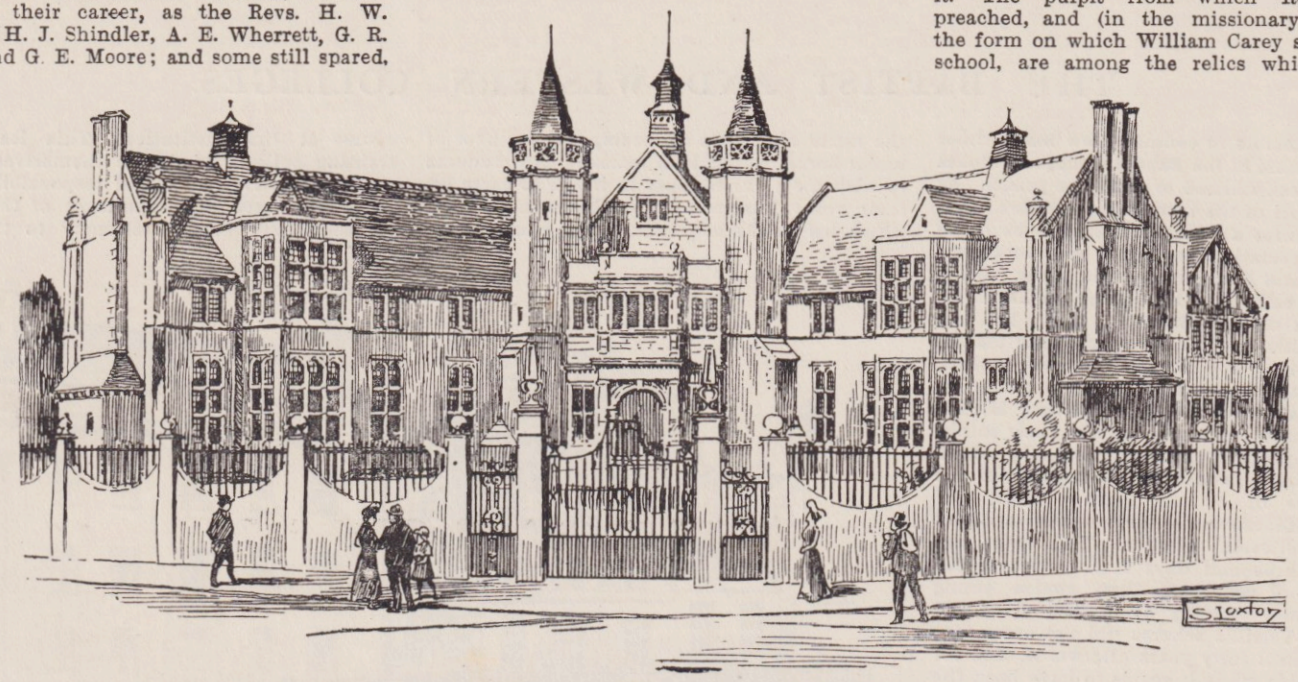
DESIGN FOR NEW BAPTIST COLLEGE, TYNDALL'S PARK.

The site was, at the time the scheme was initiated, described as "very near the fields," and it is probable that the promoters of the enterprise did not dream that the day would come when the noise of city traffic, including Congregational ministers, and now located at Cotham Road, in close proximity to Tyndall's Park. Besides this, the facilities of the University College could not be ignored, and both sets of students therefore take part of their course at that institution. This leaves the training colleges to devote themselves to the more distinctively doctrinal responsibility, and those who have had experience of these new methods have borne testimony to the good results. Not the least important effect is the fraternal influence upon the representatives of the two denominations.

Gloomy although the old building in Stokes Croft is, its traditions are inspiring, and some of its contents so unique as to be the envy of collectors. The compiler of the report presented to the annual meeting in 1906 gave an interesting survey:—"During its long history of more than 200 years the college has," he said, "contributed greatly to the life and power of our denomination. Among its students have been twenty-two presidents or tutors of our denominational colleges, sixty-nine missionaries, and twenty presidents of the Baptist Union. Upon its roll of students are found the names of missionary pioneers such as Dr. Marshman, J. Chamberlain, Eustace Carey, John Mack, and Dr. Yates, all contemporaries or successors of Dr. Carey in India. The names of Thomas Burchell and Joshua Tinson connect the college with early missionary work in the West Indies and the emancipation of the slaves. The name of James Wall links the college with the beginning of Protestant missionary work in Rome. The honourable connection with Christian Missions, which dates from the very beginning of the Baptist Missionary Society, still continues in full force. On our three great mission fields in India, China, and the Congo, we are largely represented. Amongst the martyrs in Shansi was one of our men, the Rev. Thomas J. Underwood. In the work of marvellous interest and success which is carried on in China, we are honourably represented by the Revs. J. S. Whitewright, Evan Morgan, E. C. Nickalls, S. Couling, E. W. Burt, M.A., F. Madeley, M.A., and J. C. Harlow. In India, worthily serving their generation, are the Revs. S. S. Thomas, Herbert J. Thomas, J. I. Hasler, B.A., Joseph W. Thomas, B. Evans, F. W. Hale, A. E. Collier, T. Watson, J. D. Raw, W. J. L. Wenger, and P. H. Jones. To the Congo work we gave

George Grenfell, whose remarkable career has just closed; some beloved brethren, who fell early in their career, as the Revs. H. W. Butcher, H. J. Shindler, A. E. Wherrett, G. R. Pople, and G. E. Moore; and some still spared,

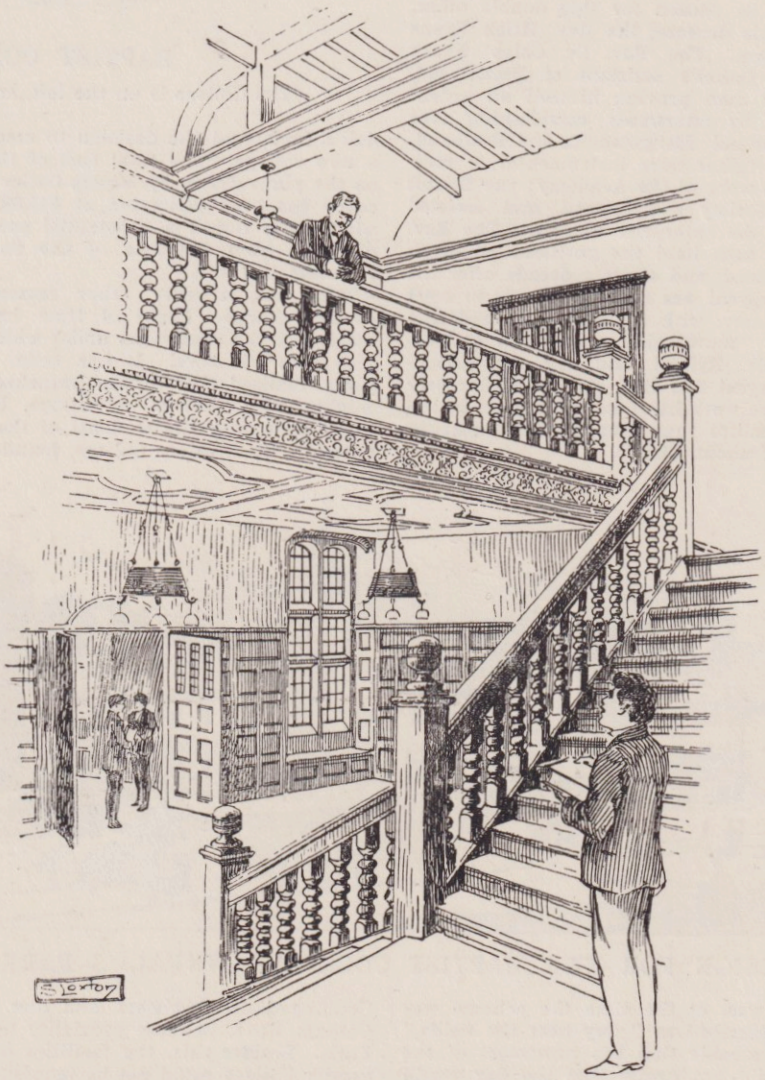
Russia vainly offered five hundred guineas for it. The pulpit from which Robert Hall preached, and (in the missionary collection) the form on which William Carey sat when at school, are among the relics which help to



WESTERN COLLEGE, COTHAM ROAD; 1906.

Revs. W. H. Stapleton, H. T. Stonelake, Kenred Smith, G. Hooper, and P. R. Lowrie, who are energetically carrying on the work. Among the college men who have entered the home ministry we find Robert Hall, James Hinton, John Howard Hinton, John Ryland (of Northampton), Samuel Pearce (of Birmingham), John Foster, the great essayist, Dr. Rippon, one of the earliest Baptist historians, Dr. Baynes (Professor of Logic in St. Andrew's University, and editor of the 'Encyclopædia Britannica'), Drs. Steadman and Ackworth (presidents of Rawdon College), Dr. Benj. Davies (tutor of Regent's Park College, and member of the Old Testament Revision Committee), Dr. Gotch (president of Bristol College, and one of the Old Testament revisers), J. Kinghorn, F. Franklin, Geo. Gould, J. P. Mursell, R. H. Roberts (president of Regent's Park College), J. T. Brown, Dr. Trestrail, and Dr. Charles Stanford; and many who are to-day rendering good service to the cause of Christ and the churches of our denomination." In addition to this remarkable list, three names highly respected in Bristol should be mentioned—the late Principal, the Rev. Dr. Culross; the present head of the Baptist College, the Rev. W. J. Henderson; and the Rev. F. E. Robinson, a former student, who has become tutor and financial secretary of the institution.

It is in the library, with its great collection of books, and in the museum, that the valuable treasures are preserved. Outside the British Museum it is believed that no institution has such a collection of old versions of the Scriptures as the Bristol Baptist College. The gem of the whole is the famous Tyndale Testament, the only known copy of the edition printed at Worms in 1525, many copies of which were burned at St. Paul's Cross, London, by episcopal order. One owner, ignorant of its value, sold it for fifteen shillings, and when Dr. Andrew Gifford purchased it and added it to his fine collection of books and manuscripts, the price was only twenty guineas. It is to-day priceless. Dr. Gifford enriched the college library and museum by other valuable books and manuscripts, as well as by this remarkable volume. A miniature portrait of Oliver Cromwell is also famous, and an inscription on the back mentions that the Empress Catherine of



STAIRCASE, WESTERN COLLEGE; 1906.

stimulate the imagination of those acquainted with their history and with the marvellous story of which they form part.

The Western College, now carried on in a fine range of buildings opposite Highbury Chapel, owed its origin to a private meeting of Congregational ministers held at Exeter in 1752. The Universities were then closed against Nonconformists, and the necessity of special training for those who were to fill the pulpits of the denomination led to measures being taken for the attainment of this end. As with the Baptists, the work was for a long while placed under the care of the settled minister of a church, and not infrequently it was carried on in the house of the scholarly man selected for this responsibility. The "Academy," as it was called, changed its location repeatedly. Ottery St. Mary, Bridport, Taunton, Axminster, and Exeter in turn found it a home, the students being located where they could be in touch with their principal. In 1831 the status of the college was advanced, its staff being increased, its curriculum enlarged, and its constitution re-modelled. This was at the time of the removal to Exeter, and under the principalship of Dr. George Payne, who had acquired considerable reputation as a theologian and philosopher. Fourteen years afterwards (1845) the transfer to Plymouth was made, and here handsome collegiate premises were erected, while the work was firmly established under the principalship of Dr. Newth, who later became Professor of Mathematics at New College; and Dr. Alliott, who left to become principal of Cheshunt College.

In 1863 a work of the same kind was inaugurated at Bristol under the title of the Bristol Congregational Institute. Its aim was described as "the education of evangelists, home missionaries, and village pastors." At one time it had classrooms and a library near Arley Chapel. Later its work was carried on in Upper Byron Place, and afterwards at Oakfield Grove, with the Rev. J. P. Allen as principal and the Rev. T. B. Knight as tutor. The number of young men under instruction varied from nineteen to twenty-four. In 1897 it became merged in the Western College; the Bristol Theological Institution was closed in that year, and its students were admitted to the Plymouth College to finish their course.

These many migrations ended by Bristol becoming the permanent home of the united Colleges. The city's advantages could not be ignored, and it was realised that it was destined to become a great educational centre for the West of England. In 1901 the removal to Bristol took place. A large residence at the corner of Cotham and Hampton Roads (formerly a school) was secured as the headquarters, and there operations were carried on pending the execution of a building scheme. Mr G. H. Wicks, in a sketch of the movement, mentioned the interesting fact that at the time of removing to Bristol the whole of the tutorial staff were old students of the college; the principal, Dr. Charles Chapman, and the professors, Rev. F. E. Anthony and Rev. T. S. Macey, having all returned to do service at their own Alma Mater.

In course of time plans were prepared for the erection of a new building on the Cotham Road site. Subsequent consideration led to a modification of the project, and it was determined to make the institution a non-residential one. The building, erected from the design of Mr H. Dare Bryan, at a cost of about £12,000. was opened, with many expressions of satisfaction and admiration, on Sept. 27th, 1906. Its architecture possesses interesting features, and the library and the hall are especially striking. The profusion of oak in the internal arrangements gives the interior an old-world, impressive character. The completion of the scheme owed much to the efforts and generosity of Mr T. J. Lennard, the hon. treasurer.

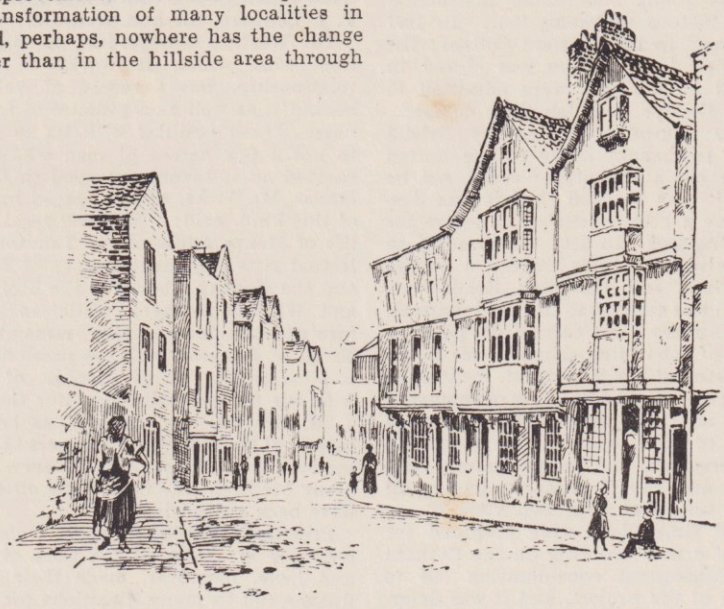
The Western College, like the Baptist institution with which it works in harmonious relationship, has a record of valuable work behind it as well as a promise of future usefulness. Those familiar with its story can point to not a few names of men whose lives have exerted an influence for good in this or other lands. Mr Wicks, when engaged in a retrospect of this kind, said: "We may recall the saintly life of Henry Addiscott, of Taunton; the intellectual gifts of Samuel Martin, of Westminster; and the sterling labours of the brothers Samuel and William Rooker; while in the field of foreign missions we may remember Richard Knill, of Jamaica, with his passionate love and toil for liberty; I. H. Hacker, of Travancore, with his tender enthusiasm for the pariah; or J. H. Holmes, the emulator, as he is the successor, of the martyred Chalmers in New Guinea pioneer work. These are, however, but types of many brethren who from some other pen might have been named instead."

Principal Chapman and Professor Macey continue in charge of the work of the college, and have, moreover, made their personal influence felt in many directions for the furtherance of Congregationalism in the neighbourhood of the city.

HALL AT WESTERN COLLEGE, COTHAM; 1906.

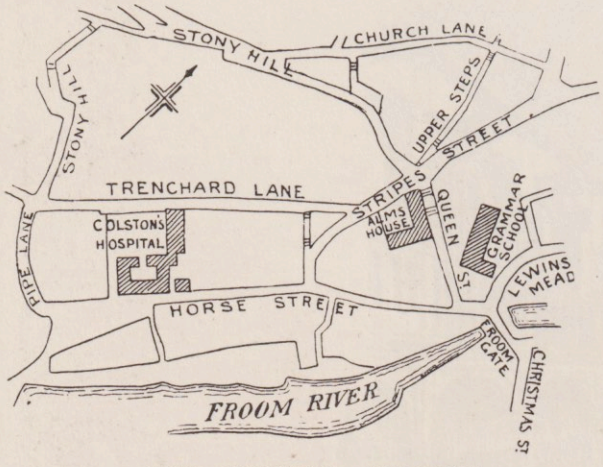
THE OLD ROUTE TO WALES.

Street improvements have been responsible for the transformation of many localities in Bristol, and, perhaps, nowhere has the change been greater than in the hillside area through



HOST STREET; 1891.

which Colston Street forms the easier gradient to Clifton and Redland. The conditions under which the traffic of former days was carried on are calculated to create in the mind of a twentieth century Bristolian a feeling of amazement. The eccentric administration of the unreformed Council has often occasioned comment, and their non-progressive spirit could scarcely find a more striking illustration than in the map of streets between the Froom (now



OLD BRISTOL STREETS.

(From Rocque's map of 1750.)

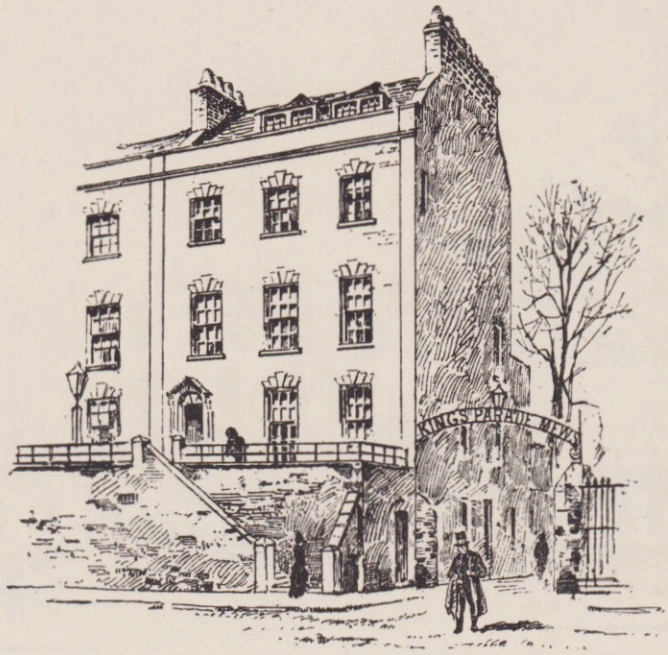
flowing beneath Colston Avenue) and St. Michael's Hill.

July 9th, 1908, will long remain notable in local annals because of the visit of King Edward and Queen Alexandra to open the Royal Edward Dock. During their stay, their Majesties had occasion to travel from the centre of the city to Avonmouth, and they were driven over St. Augustine's Bridge, up Park Street, and, through roads worthy of a modern city, to the Clifton Down Station. On the same evening the King motored from Avonmouth to Clifton viâ Stoke Bishop and the Downs. Rather over two hundred years ago another monarch landed, if not at Avonmouth, in its vicinity—William III. He remained at Kingsweston until the following day and then came to Bristol, and Mr Latimer, recording the incident, mentions that "the only available approach to the city from Kingsweston was down St. Michael's Hill, then narrow, precipitous, and rugged, leading to a dangerous declivity called Steep Street." The monarch was met at the Froom Gate, Christmas Street, by the city representatives, and accompanied by them through more narrow streets until, at Lawford's Gate, the King parted with the civic dignitaries and proceeded to Badminton to the Duke of Beaufort's mansion.

Imagine a royal procession through the narrow, curving Steep Street, shown in the accompanying sketches! Yet this was the recognised artery for traffic between Bristol and Aust, the Old Passage, where passengers and mails were ferried across the Severn to the coaches awaiting them on the other side. Host Street, now certainly not a prominent thoroughfare, was at an earlier period so important that it was one of the very first highways to be paved when an outburst of civic zeal led the city fathers to "mend their ways." The mail-coaches, so picturesque, and invested with an

LOWER PART OF STEEP STREET.

(From an old photograph. The steps lead to Trenchard Street.)



PART OF KING'S PARADE, REDLAND; 1890.

(The Parade has since been demolished.)

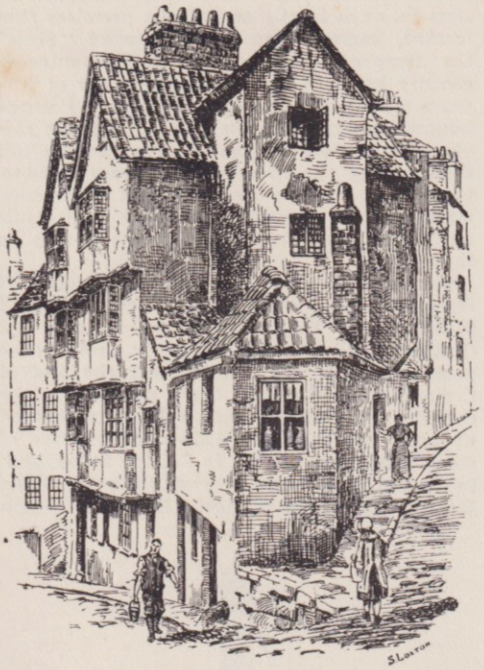
air of romance by possibilities of the journey, turned sharp from Host Street into Steep Street, and how narrow was the passage they had to climb may be realised when it is explained that the overhanging house by the steps leading up to Trenchard Street was chamfered off to give the vehicles room to pass. In Prout's illustration of the street the building next to, or at least close by, the premises thus treated, bears a sign with the word "Ship," the name of a somewhat famous seventeenth century inn. In the Bristol Directory of fifty years ago, it is found among fourteen licensed houses bearing the same title. The street also obtained a place in history owing to the fact that, during the Civil War, a fierce hand-to-hand fight between Royalists and Parliamentarians is said to have taken place in it, while shots were fired from some of the houses on those below.

Some distance up Steep Street Trenchard Street branched away to the left, and, still higher, Lower Park Row was on one side and Christmas Steps on the other. A public-house named the "Griffin" stood near the foot of Church Steps, the long flight up towards the church. Passing this spot, vehicles proceeded up Lower St. Michael's Hill—a continuation of Steep Street now merged in Colston Street, and, by the old King David, reached the point where Maudlin Street, St. Michael's Hill, and Church

STEEP STREET AND THE TOP OF CHRISTMAS STEPS; ABOUT 1800.

(Foster's Almshouses are on the left; Trenchard Street branches off on the right by the lamp; Griffin Lane is on the extreme right.)

Lane converged. Church Lane led to Park Row, a very different thoroughfare from that with which twentieth century citizens are familiar. With lapse of time the names of localities become altered in a bewildering fashion. A map of a hundred years ago gives Christmas Steps as Queen Street. The upper



STEEP STREET AND TRENCHARD STREET.

(From an old picture showing the junction of the two streets. Trenchard Street turns away to the right.)

JUNCTION OF CHURCH LANE AND GRIFFIN LANE.

(From a sketch dated 1800. Church Lane is on the left, and Griffin Lane, now Lower Park Row, on the right.)

part of Colston Street was known as Lower St. Michael's Hill, and earlier was by the topographers labelled Stripes Street. Lower Park Row was until recently called Griffin Lane; Trenchard Street was formerly Trenchard Lane; Host Street has had several renderings, that of the end of the eighteenth century being Horse Street.

The first attack on Steep Street was made in 1861, not as the result of a street improvement scheme, but owing to the determination of the Charity Trustees to rebuild the Almshouses at the top of Christmas Steps founded by John Foster. The result was that several quaint buildings on the east side of Steep Street were swept away to enlarge the site. The building scheme was not completed, however, until 1883, when the Almshouses, as we know them, were

TOP OF CHRISTMAS STEPS; 1905.

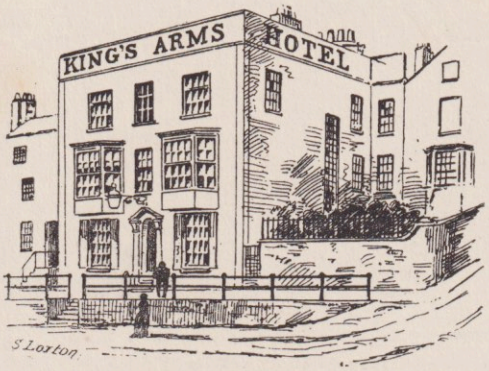
(The sketch is taken from the Colston Street end of Lower Park Row.)

CHRISTMAS STEPS; 1903.

(The spire seen in the view down the steps is that of St. John's Church.)

erected, and four shops opened on the side of Christmas Steps.

Meanwhile the Great House (from which the Colston School was removed in 1861) had been replaced by Colston Hall, and one important reason provided for a better access from that spot to Clifton. A move in the same direction



KING'S ARMS, BLACKBOY HILL; 1888.
(Since rebuilt.)

was made in 1868, when a number of crowded and ill-constructed dwellings at the foot of St. Michael's Hill were cleared away, and Perry Road was formed as a direct connection between Maudlin Street and Park Row, both these thoroughfares being subsequently widened to make the artery a good one. The completion of these changes came in 1872, when a road was cut from the vicinity of Colston Hall to Maudlin Street. Steep Street stood in the way of such an avenue, and thus the remains of the old thoroughfare were demolished. The district, as it appeared after these improvement schemes, was so changed that it was hardly recognisable. Part of the triangular space between Church Lane, Griffin Lane, and Lower St. Michael's Hill, was thrown into the widened roadways, and the remainder was taken by the Tramways Company. Prior to this alteration it was covered by a bank of houses, and at one time (within the past fifty years) considerable commotion was caused by some of these being taken by the city authorities for use as a small-pox hospital.

Long prior to 1858 a better route had been given towards Westbury viâ Park Street and White Ladies Road, and, in Matthews's "New and correct plan of the city and suburbs," dated 1794, the words "road to Wales" are inscribed on that portion of White Ladies Road where now the Artillery Ground occupies one side of the frontage. Fifty years ago there was no direct railway route to South Wales, but the journey could be made viâ Gloucester.

Road traffic through White Ladies Road has greatly increased, and several street improvements have transformed the Black Boy Hill end of the artery. The Black Boy Inn, which stood across the direct line of route was, with a number of buildings described by Mr Latimer as "hovels," swept away by a Corporation scheme sanctioned in 1874. At a later date another notable alteration was made rather lower down the hill. King's Parade, a rank of large residences, occupied the side of the street where now Stuckey's Redland Branch Bank and a number of new shops stand. These residences were entered from a broad-paved walk twelve feet or more above the White Ladies Road level. Access to this walk was gained by steps, and the conditions closely resembled those still found at Royal York

BLACK BOY HILL, REDLAND; 1904.

Crescent, Clifton. A new line of street was adopted, and the raised pavement and the buildings it served shared the fate of many other features familiar to those who recollect the city as it was half a century ago. The result has been the formation of a fine wide road over which passes an enormous amount of traffic to the Downs and districts beyond.

BLACK BOY HILL AND INN; 1860.

TURNPIKES, TRAMWAYS, AND TOWN TRAFFIC.

Pictures of old streets and references to them have afforded some idea of the conditions under which traffic was formerly carried on. Other important features have yet to be mentioned.

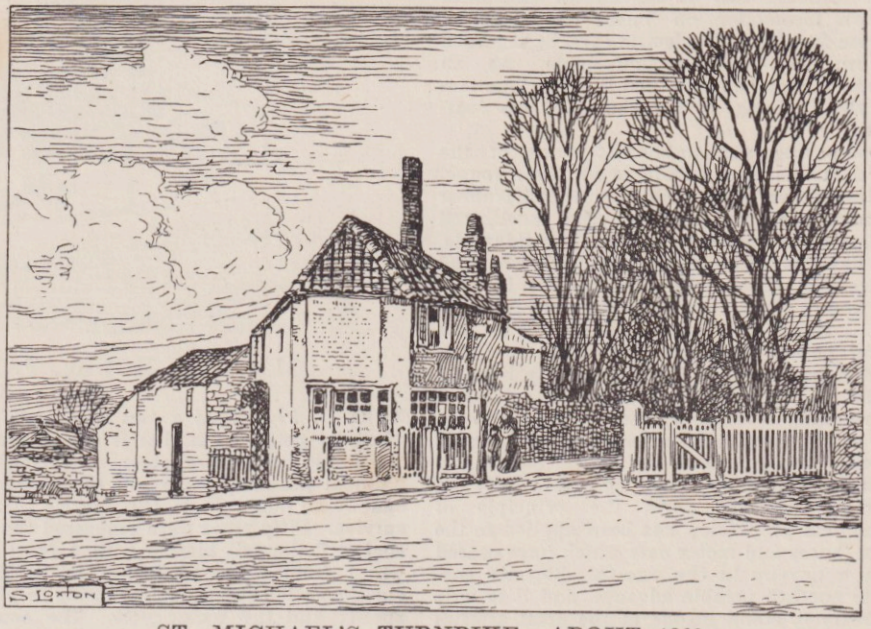
In 1858 Bristol was surrounded by a cordon of turnpike gates. It is customary to think of these barriers chiefly as a hindrance to free locomotion, but there can be no question they stood for a system that meant a considerable advance in road maintenance. The condition of country highways in the olden days can scarcely be credited by those who are familiar with the hard, even surfaces over which modern traffic is conducted. The roads, too, were in some cases extremely narrow. That from Temple Gate to Totterdown—Bath Road we should call it—was at one period only 7ft. in width. Stories have been told of horses being dragged out of the mud with ropes, and floundering so deeply in the mire that they were in danger of suffocation. This occurred in the vicinity of Sodbury. It was the work of Turnpike Trustees to improve upon these conditions, and to meet the cost by a toll on the vehicles using the road, instead of by a general rate levied upon the community, as in the present day.

Bristol, fifty years ago, was approachable at many points from Somersetshire and Gloucestershire, and bars and gates were therefore numerous. As an outcome of dock works there were also several local gates under the control of the Council; some of them were freed in 1852 and others in 1863. It was not until 1867 that the complete removal of turnpikes occurred. Mr John Latimer mentions that at that date there were remaining within the borough no fewer than fifteen of these obstacles to locomotion. The names of several localities still carry the recollection back to that period, but other "'pikes" are less frequently brought to mind. The fifteen were—"Whiteladies', St. Michael's, Clifton Down, and Gallows Acre gates in the Aust district; Cutler's Mills and Redland gates in the Horfield district; St. John's Lane gate in the Whitchurch district; Lawford's and Baptist Mills gates in the Stapleton district; West Street gate, and bars at Packhorse and Barrow Lanes, in the Toghill and Bitton district; Parson Street and Luckwell Lane gates in the Dundry district; and Coronation Road gate in the Ashton Trust." Several of these turnpikes were located so as to command two roads, and others, not named in the above list, stood within what is now the municipal area.

The abolition of gates was discussed when the Trustees were nearing the end of their pecuniary obligations, but opposition was raised by both town and country to a step which left the upkeep of the roads to the ratepayers. Eighteen miles of turnpike road were then in the borough of Bristol, and it was reckoned that the annual cost of repairs would be £2,000.

Sketches are given of several of the old toll-houses. That at Clifton Down was at the top of Bridge Valley Road. It frequently served pedestrians caught in the rain, and hence a member of the Council asked that the building should be preserved. His wish was not granted, and it has been pointed out that promenaders are, in 1908, without a single shelter on Downs having an area of over 440 acres.

The Ashton gate, at the bottom of Coronation Road, has given its name to the district. It is somewhat curious to think of the history of a toll-gate as eventful, but it was so in several instances. In 1749 an attack was made on the gates on the Ashton, Dundry, and Totterdown sides of the city, the trouble being apparently organised by Somerset farmers aggrieved at having to pay toll. This was followed by the Kingswood colliers destroying most of the gates that were left. Some of the scenes of violence forming part of turnpike history were remarkable, and they indicated the bitter hostility to the barriers of which Bristol saw the last forty years ago.



ST. MICHAEL'S TURNPIKE; ABOUT 1860.

(Access to Hampton Road was through the gate.)

THE EVOLUTION IN TOWN TRAFFIC.

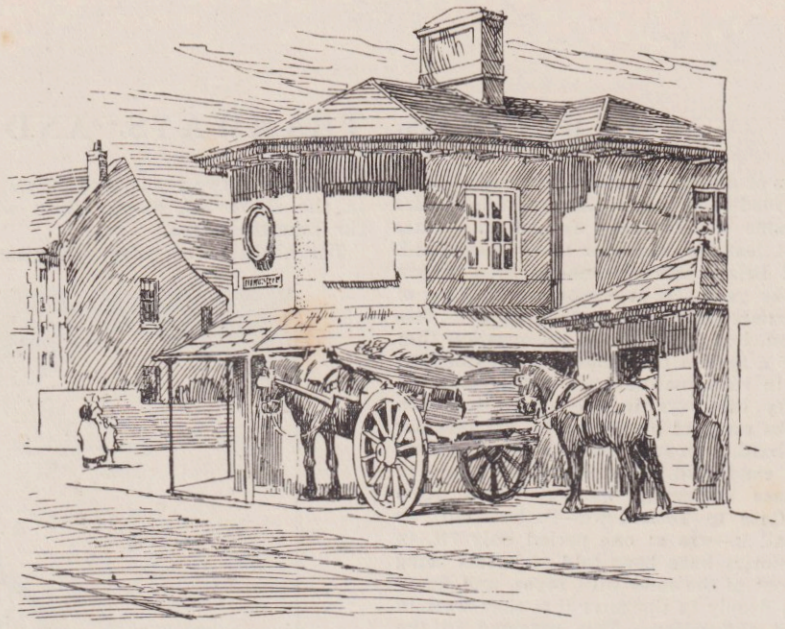
It would be a really alarming prospect to an

CLIFTON DOWN TURNPIKE.

(From an old picture. The gate stood at the top of Bridge Valley Road.)

average twentieth century Bristolian if he were required to rely upon the facilities for travelling from one part of the city to another with which the public had to be content fifty years ago. Bristol was then, of course, a much smaller city, but it was large enough to make walking exercise a severe tax on those who had to go from one end to another. Few went on the Downs except on special occasions, and Horfield Common, the Park (Lady Smyth's) at Ashton, and various other districts on the outskirts were in the nature of country excursions. Citizens had to depend for assistance in town locomotion on 'buses which would, by those familiar with electric cars, be regarded as slow, dear, and uncomfortable. As an example it may be mentioned that the 'bus fare from the Exchange to Blackboy Hill was fourpence.

Wood-paving was unknown; some of the central streets were notorious for their rough, cobble-stone surface; there were no indiarubber or pneumatic tyres to soften the shock, and the jars of vehicular travel were considerable. Vast has been the change. Not only are road surfaces better, but the facilities for locomotion would fill our predecessors with wonderment. Electrical energy, produced in the central power house at Counterslip, is distributed right up to and beyond the city bounds, so that, by the simple movement of a lever, a car weighing seven tons, and carrying between forty or fifty people, is started or stopped, and is propelled rapidly along its route. Steam carriages had had their trial long before 1858, but in more practical form the principle of mechanical propulsion has been applied to the motor 'buses and motor cars which have ceased to be a novelty in the streets. Bicycles constitute another notable advance, and it is only necessary to stand in one of the great arteries of Bristol at a time when factory and office work is ceasing for the dinner-hour, or for the day, to realise how great a factor in modern city life the "safety" bicycle has become. Many, perhaps, have not fully realised this, and



OLD TOLL HOUSE, PARSON STREET, BEDMINSTER; 1908.

Mr C. B. Fry stated a fact in a striking way when he pointed out that if the country were faced with the alternative of giving up its national pastime, cricket, or the bicycle, there can be no doubt it is the bicycle that would survive. Fifty years have embraced the "bone-shaker;" the tall bicycle with a front driving wheel from 50 to 60 inches in height; the small-wheeled safety, with gearing to give high speed; and the motor-cycle. The comfort of riders has been improved by the introduction in turn of solid indiarubber tyres, cushion tyres, and pneumatic tyres.

Motor taxi-cabs were first placed at the disposal of the Bristol public on August 3rd, 1908, by the London and Provincial Motor Cab Company.

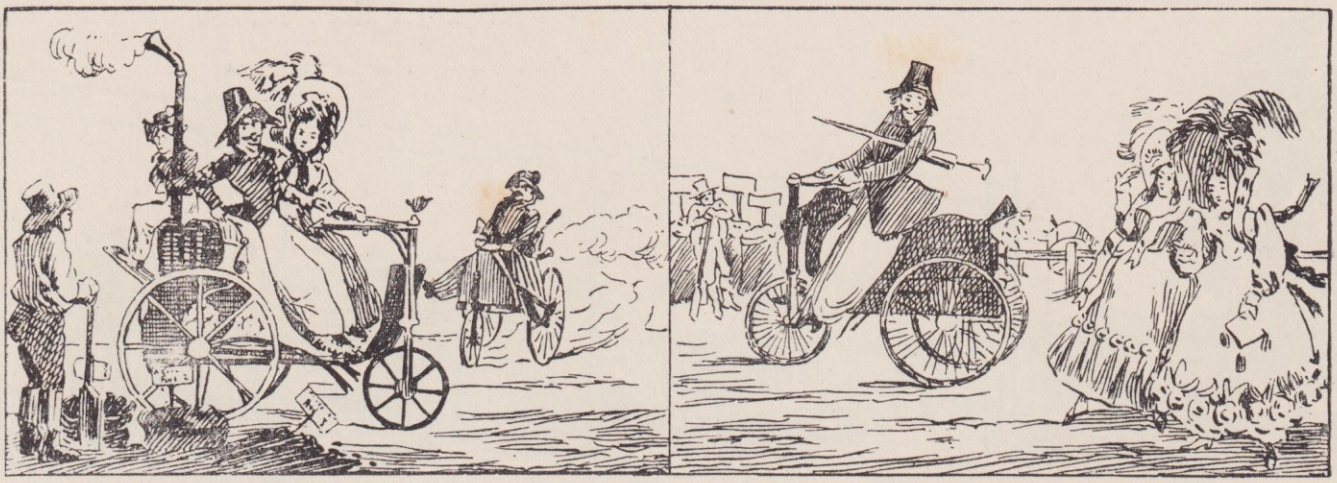
FACTS IN TRAMWAY HISTORY.

The Tramways have become a feature of incalculable importance to twentieth century life in Bristol. While it is necessary to limit the story to bare facts, it is worth recording that Bristol men exerted a special influence in the development of electric traction in this country. The Bristol Tramway Company have always been quick to realise the importance of new developments; the electric line to Kingswood was in the nature of a pioneer under-

FORMER TOLL-HOUSE, ASHTON GATE; 1907.

taking, and its influence upon other parts of the kingdom cannot be estimated.

A chronological statement may be preceded by figures indicating the wonderful development that has occurred in tramway travel in Bristol. In the twelve years of the first company 53 millions of passengers were carried. With electrical cars and motor 'buses in use in 1908 the total, for one year, reached 46,652,389. The electric cars now serve about 33 miles of route, and the motor 'buses enable the journey to be extended to Long Ashton, Newton St. Loe, Thornbury, Avonmouth, and Failand. While the Tramway Company pay to the city no way-



CARTOONS ON THE PROGRESS OF STEAM EARLY IN THE NINETEENTH CENTURY.

(Beneath the left-hand picture were the words: "I say, fellow, give my buggy a charge of coke; your charcoal is so dear;" while in the right-hand sketch one of the ladies, with contempt, remarks: "Faugh! the filthy fellow; my dear, the wretch feeds his horse with common coke.")

gin beyond the outer rail. In their fares the Tramway Company have adopted the principle of penny sections, with a reduced charge for workmen's tickets on specially labelled cars.

1871.—The Bristol Corporation considered the construction of a tramway line from St. Augustine's Place to Redland, and from Castle Street to Lawrence Hill.

1873.—The Whiteladies Road line commenced.

1874.—Whiteladies Road line was completed in the spring, as far as the King David Inn, but the Corporation were not then empowered to work tramways, and delay arose before a private company was formed to

"THE NEW STEAM CARRIAGE;" ABOUT 1827.

leave for the use of the streets, they are required to meet the first cost of paving, and the subsequent maintenance of the road surface covered by the tracks and a small mar-

do this. The Redland line was, in October, leased for 21 years. For five years the user was rent free, but afterwards at a rent.

1875.—The line from Perry Road to Redland was opened on August 9th, and the popularity of the new service at once assured. In September the Tramway Company issued a prospectus with a view to extensions.

On December 4th the line was opened from St. Augustine's to Perry Road.

1876.—The line to Eastville from Old Market opened in June, and that from Old Market to Perry Road in September. The line towards St. George was carried as far as the narrow road by Garton's Brewery; the widening was effected by the Corporation paying £8,500 of the cost and the Tramway Company £2,000, and the service carried to St. George's Church. (The site of the brewery has been since occupied by shops.)

1879.—The line through Victoria Street was opened in April to Bath Bridge, and that

on to the Bush Hotel, Totterdown, in November.

1880.—The St. Augustine's to Hotwells line was opened in June.

1895.—The line from Old Market Street to St. George was extended to Kingswood, and the whole worked by electricity. The ceremonial opening was on October 14th. The power was then obtained from a generating station at St. George, but this was afterwards closed, power being derived from the Counterslip station.

1896.—A scheme was initiated by the company for a great extension of electrical working and the construction of new lines. It caused prolonged controversy, and Clifton opposition led to the withdrawal of lines projected in that district. Ultimately an agreement was arrived at between the Corporation and the Company under which the fares were in some instances to be reduced, and sections constructed at various times "pooled" so as to arrive at a date at which all should be acquirable by the ment of 1898, considerable extensions of the tramways system were authorised and the construction and conversion of the entire system to be operated by electrical power on the overhead system were sanctioned. It was also provided that the date at which the Corporation might first exercise the powers given to them by Section 43 of the Tramways Act, 1870, to purchase (at plant value) so much of the undertaking as lay within the city (as it existed before the 1904 extension of the boundaries) should be in 1915.

THREE STAGES IN TRAVEL.

(The sketch, made in 1906, near the Horfield Barracks, shows an old horse-drawn omnibus, an electric tramcar, and a petrol motor-'bus.)

1880.—In November the line from Bristol Bridge (Redcliff Street) to Mill Lane, Bedminster, was opened. The section from the Horsefair to Horfield was opened in November. Steam was tried on this Horfield line and soon abandoned.

1881.—In April the route through Baldwin Street was opened; also a new section through Bath Street and Tower Hill, linking up with Old Market.

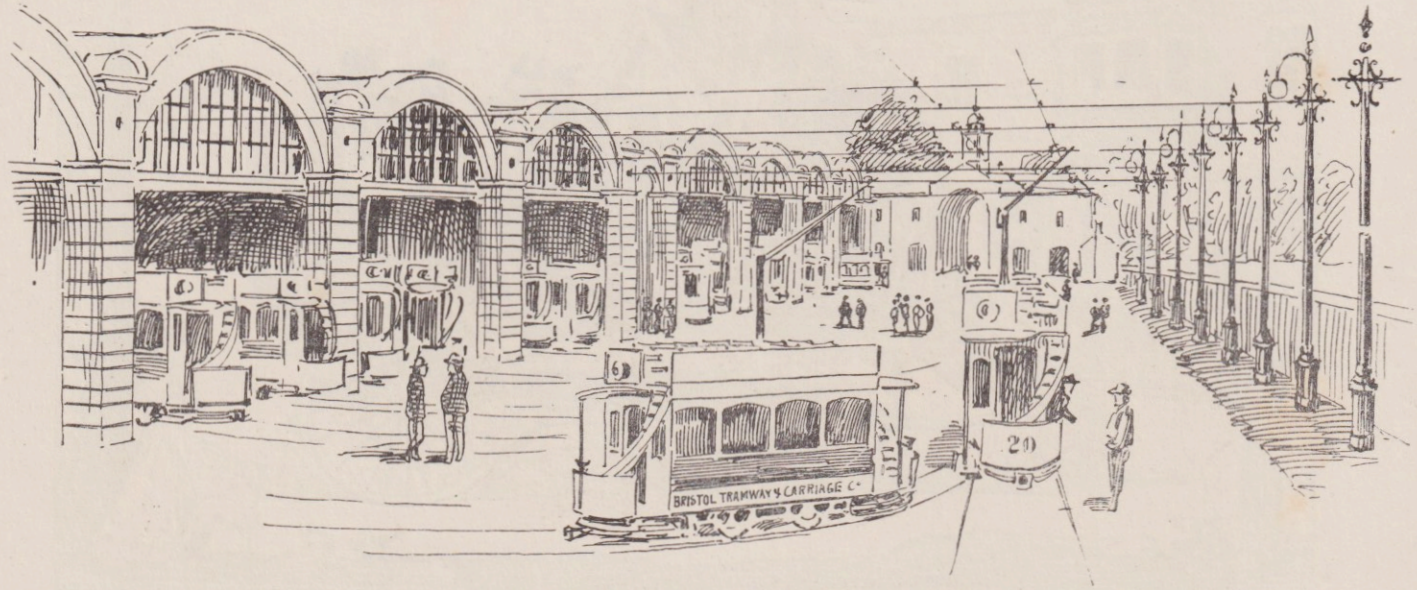
1882.—The Council sold their Redland line to the company for £8,000.

1887.—The Bristol Tramways and Carriage Company was incorporated on a reorganised basis to take over the concern from the old company.

1897.—The Old Market to Eastville line electrified, and the electric line extended to Fishponds in September, and Staple Hill in November.

1898.—The line from Sussex Place to Stapleton Road opened on May 26th.

1898.—In October the demolition of part of Finzel's old refinery at Counterslip was commenced to obtain a site for a new general power station. The provision of a



TRAMWAY COMPANY'S BRISLINGTON DEPOT.

(This is the largest of the many depôts, and its workshops are supplied with electric power from the Counterslip station of the Company.)

1883.—The connecting line from the Horsefair through Rupert Street to St. Augustine's came into use in January.

Corporation under the provisions of the General Tramway Act of the country. As a result, by the Company's Acts of Parlia-

fine depôt at Brislington and other works were also taken in hand.

1899.—On July 11th the electrified lines from St. Augustine's to the Joint Station; from Old Market to Totterdown; and from Bristol Bridge to Arno's Vale opened for traffic. On December 22nd all the other lines were operated by electricity. A new route from Zetland Road to the Downs was opened; the Horfield line was carried as far as the Barracks; the Bedminster service extended to Ashton Gate in the one direction, and to Bedminster Down in the other. The "light railway" from St. George to Hanham was also completed. The portion within the city is not purchasable until the lapse of 30 years from 1898; for the part outside the city the term is 42 years; and in each case fair market value as a going concern has to be paid.

1901.—Connection was made through Barrs Street and Merchant Street, so that cars could run from Elton Road, Bishopston, to Old Market Street. This gave rise to a through service from Elton Road to Staple Hill.

1904.—Further extensions of about 10¼ miles of route were authorised, all of which, excepting one mile, are purchasable by the Corporation or other local authority in 42 years on fair market value as a going concern. The 1904 extension of the city boundary had not then become operative.

1906.—Motor 'buses were installed on several routes as feeders to the tramway service.

1907.—An extension from Horfield Barracks to Filton opened and worked by electricity.

1908.—The extension from the top of Blackboy Hill to Westbury-on-Trym opened on October 23rd. By interior alterations and added plant, the capacity of the power-house at Counterslip was increased in view of this and other sanctioned extensions. On September 28th the company ran their first motor cabs in Bristol.

ROAD PROBLEMS

To-day the road problem in a municipality covering twenty-seven square miles is an extremely serious one. Upon March 25th, 1908, the public roads of Bristol reached an aggregate length of 342 miles. The process of bringing the roads of the city more into accord with modern conditions is a continuous one. Besides great improvement schemes which have swept away old property and created new arteries, there has been and is operative a less prominent factor which tends to the same end. The Sanitary Authority lay down on their maps what is called "a new line of street." Its existence does not mean that the buildings projecting beyond the line are to be demolished at the public expense, but that when their owners desire to effect their reconstruction the new frontage of the building has to go back to the boundary that has been fixed. In many cases the public have to pay for the strip of ground thrown into the highway; in others the matter is the subject of an arrangement between the Sanitary Authority and the owners. There are scores of streets and thousands of properties in Bristol that are thus affected by new lines of streets, some of which were decided upon three or four decades ago. Street widening by this process is necessarily very slow. Owners occasionally resort to ingenious expedients to remodel their premises, and yet to escape the requirement to set back, and it is not an unknown experience for a "new line of street" to be so old that it becomes quite inadequate to modern conditions. Councillors of the progressive school are looking for good effects from legislation designed to give municipal bodies more control over the planning of suburbs, and their communications.

While the problem of street improvement, and the difficulties of traffic congestion in certain localities are generally recognised, there is another important branch of the road question—construction. The world owes much to John Loudon McAdam, the Scottish gentleman who became a resident in Bristol and one of its freemen about a century ago. His experiments opened a new era in the history of roads. No other type of construction in Bristol approaches the mileage of the macadamised portions; and in the year 1907-8 forty-three miles were resurfaced on this principle. With the fact that limestone from the Black Rock formed half of the stone used is associated a double difficulty—the material produces dust and mud more readily than harder stones, and the destruction of the wooded slopes of the Avon Gorge below Leigh Woods is a recognised evil. The use of tar as a waterproofing agent for Bristol roads has been attended with good results, and experiments in 1907 were so promising that in 1908 thirty-five miles of macadamised carriage ways were so treated. Dust, mud, and watering are lessened, and the roads wear longer. The system, therefore, is likely to be more extensively adopted on grounds of convenience and economy. Granite setts as a road material are still used over a considerable mileage, but they have a formidable rival in the hard wood blocks from the jarrah and karri forests of Australia. The Sanitary Authority have laid fifteen miles of carriage ways with wood, and demands have been made for its further use.

A STREET SCENE, CHELTENHAM ROAD; 1908.

(Beneath the surface of many streets is an array of telegraph and telephone wires, electrical conductors from the Corporation and Tramways Company's generating stations, and gas and water mains. Traffic difficulties are increased by the frequency with which roads have to be opened up in consequence of these underground services.)

PARKS, COMMONS, OPEN SPACES.

The attitude of Bristolians with regard to the question of parks and open spaces fifty years ago has not been placed upon record, but a description written at the close of the eighteenth century illustrates the conception which was then formed of adequate provision of this character. The language is marked by a feeling of satisfaction that is amusing, and it is the more worthy of attention inasmuch as very little advance had been made up to 1858 upon the condition of things it describes. "There are," says the author of 'Matthews's New History of Bristol,' "public parades and convenient and agreeable places to walk on, for the inhabitants in most parts of the Town. For the western parts there are the Colonade, and the shaded walk by the River, one for rainy and the other for fair weather; also the paved parade near Dowry Square. An elegant spacious mall is planned, and two fine uniform rows of freestone houses entirely built up at Clifton. In the City there are the gravel walk on Brandon Hill, the walks in College Green, and in the Cloisters when shelter is necessary; the noble walks in Queen Square, the fine terras walk by the River, behind Bridge Street, defended by a grand iron pallisade about 660 feet in length, and which needs only to be paved all over with flat stones to render it complete; the parade in St. James's churchyard; another on Kingsdown, and the walks in King's and Brunswick Squares, all of which are open to the public. For the inhabitants south of Bristol Bridge, there are the walks in Redcliff churchyard; and also Redcliff Parade, which stands on a lofty elevation above the River, has an iron pallisade (with lamps) the whole length of the edge of this beautiful terras; and from whence there is a pleasant prospect of the City, Harbour, and Shipping."

LAKE IN ST. GEORGE'S PARK; 1904.

Fifty years ago Queen Square, Brandon Hill, College Green, and several commons, the public rights over which were not very clearly defined, still constituted the city's recreation grounds. The commons, of course, included the Downs. Originally they had been much larger, but encroachments were frequent in the absence of any municipal power to intervene. The Merchant Venturers and the Lords of the Manor of Henbury both exercised the rights of proprietors, and one of the latest examples of the way the area was diminished is seen to-day in the St. John's School, standing on a part of the Downs sold to the school trustees by the Lords of Henbury Manor in 1850. It was not until the Council by purchasing property at Westbury acquired the rights of commoners that they were able to take effective action. Thus one of the earliest events in the period under review was the passing of the Clifton and Durdham Downs Act in 1861, which secured the magnificent open space to the public. £15,000 was paid to the Lords of the Manor of Henbury for the rights they claimed over Durdham Down, but the Merchant Venturers, without payment,

QUEEN SQUARE AND STATUE OF WILLIAM III.; 1906.

yielded to the public the privileges they have since enjoyed.

The Downs retain the characteristics which appeal to a healthy Briton. No directions to "keep off the grass" restrain his freedom on this magnificent plateau, which offers fresh air and lovely scenery. What a strange series of tableaux imagination can conjure up in connection with these Downs! We may picture them far back in the ages, when the climate was tropical and when the vast area of hill and dale of which they are part was in the possession of beasts we are accustomed to associate with African jungles — hippopotami, rhinoceroses, elephants, cave lions, deer, and hyænas considerably more powerful than those we see in the Zoological Gardens. This is no mere fancy, and anyone caring to visit the Bristol Civic Museum may see the bones of these creatures just as they were found in 1842 in a cavern extending for a considerable way from one of the great quarries then disfiguring the surface of Durdham Down. Or we may take a mind's-eye view of that Down in much later times, when Roman warriors formed their straight road over it, cutting across the site of the Water Company's reservoir, and passing by Durdham Lodge and thence to Sea Mills; when, on a dark night, beacon fires might have been seen on the Observatory Hill or on the opposite headland in Leigh Woods, and replied to by answering fires on other elevated spots where ancient camps were located. Passing over many more centuries, a striking picture might form a tableau calling up that great struggle between King and Parliament in which Bristol played its part, for a citizen, bold enough to wander out from the tiny town of that day to Durdham Down, would have found there camped the Royalist forces, who had "brought hay and provisions, and burned fires all night." A lonely place it was in those days, and a benighted traveller would possibly recall circumstances to add to his terror. In 1548, for instance, there hung in chains a murderer who had killed his master on this spot, and who probably for long afterwards imparted to the place an uncanny reputation. In the eighteenth century, the sports on the Downs included horse races and foot races, and races for women as well as men. In 1725 a "laced holland smock" was the prize offered to the maiden who succeeded in one contest. Pugilism was frequent; May-day revels were of a nature which could not, with the greatest charity, be termed refined; and "lovers of the noble and manly exercise of back-sword" were in 1756 invited to a tournament at the Ostrich on Durdham Down, five guineas being offered to the "first beat man who breaks the most heads, saving his own." Then there was the aristocratic sport of cock-fighting, frequently bringing crowds to the inn named, and one great fight held in 1778 was honoured by a full attendance of West country squires anxious to follow the vicious encounters between the fifty-one birds entered for the 350 guineas to be awarded in prizes.

Few possibly who wander over the Downs to-day have any idea of the strange part they have played in the history of this city and neighbourhood, and reflection rarely goes back further than the events of our own generation —the shows of some of the great agricultural societies, volunteer reviews, or political demonstrations. Durdham Down has even figured as a site on which to base a mining prospectus which, for wealth of promise, was quite on a par with the modern article. This precious document was unearthed in the Bodleian library by Mr John Latimer in the course of those painstaking researches which threw so much light on many curious features of Bristol life. The prospectus gave an account of "the lead mines producing callamie," and as the document suggested there was a field of 2,000 acres to work upon, capitalists were led to understand abundant opportunity existed for investing spare capital. Some of the inequalities on the Downs were no doubt caused by lead mining, and others by excavating stone. A number of the more dangerous have been filled up.

The possession of the Downs has been of inestimable advantage to the citizens. It has tended much to the development of healthy outdoor exercise. Cricket, lacrosse, golf, hockey, and football are played on large areas devoted to such recreations; motorcars, carriages, and cycles make full use of its roads, and horse-riders have scope for equestrian exercise over large portions of the greensward marked out for that purpose. The Downs were associated with the beginning of Gloucestershire county cricket. The Clifton Cricket Club had its pitch allotted to it before the transfer of the common to the city, and hence its exceptional treatment among those now playing on the Downs. Soon after the Corporation acquired control a beginning was made with county cricket by the Gentlemen of Gloucestershire defeating those of Devon. That was in 1862. In the following year a Gloucestershire XXII. vanquished an All England eleven. After a time the county matches were played at Clifton College until, in 1888, land at Ashley Down was purchased for a County Ground by a company formed for the purpose by gentlemen interested in cricket and other branches of athletics.

Since the transfer, the use made of the Downs has increased enormously for many kinds of sport and also for promenading. The after-church scene on a fine summer evening would certainly astonish an old-time Bristolian. Instead of the loneliness of his day, he would see a wide stream of promenaders extending from Blackboy Hill to the Sea Walls, while here and there are preachers and orators addressing large crowds on their respective themes. Upon a Wednesday or Saturday afternoon he would be scarcely less impressed by the athletic activity everywhere in evidence. As he surveyed the

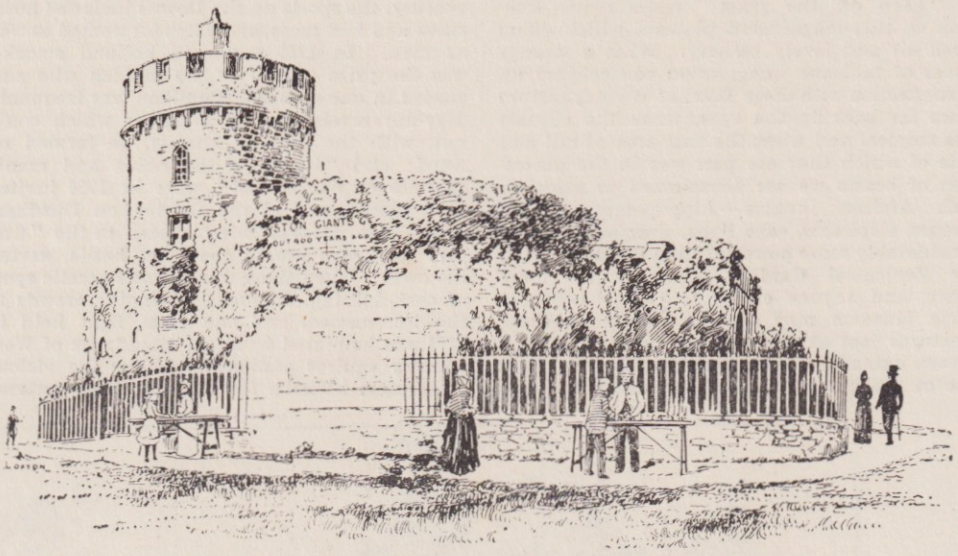
REDLAND GROVE, AND THE REDLAND HIGH SCHOOL FOR GIRLS; 1905.

great area thus occupied he would miss huge cavities from which stone had been quarried. They were filled up by material excavated from the river and the new locks at Cumberland Basin and brought up on to the high level in trucks travelling on a temporary railway. The steep ascent from the river bank to the top was accomplished by a steam-power hoist. A quarry at the top of Pembroke Road was more recently filled by tipping street refuse into it, but on the fringe of the Down opposite the Convalescent Home another large disused quarry remains, and, in its sheltered hollow a garden is successfully cultivated.

Clifton and Durdham Downs and the views from them have made many visitors enthusiastic, and among the number Mr William Black sang their praises in his "Adventures of a Houseboat." The scene from the vicinity of the Suspension Bridge, embracing the Avon Gorge, has so delighted strangers that they have found it difficult to adequately express their appreciation, and other parts of the great area of 442 acres also possess special charms.

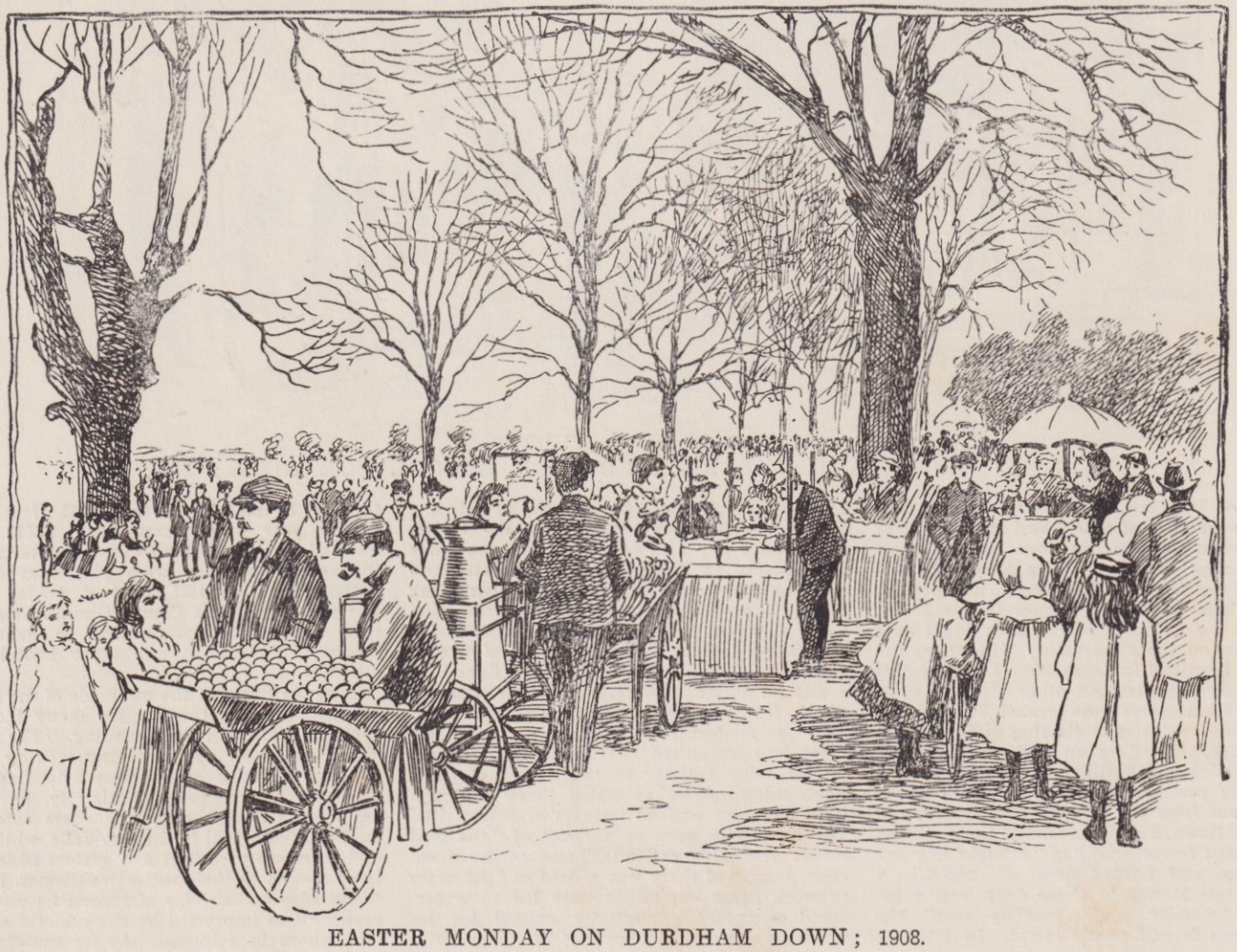
In contrast with the conditions of half a century ago any proposals to utilise parts of the surface are regarded as subjects for suspicion and opposition. After many years a concession was made to the extent of providing two lavatories near the Stoke Road, close to the reservoir of the Water Company. In December, 1907, protracted negotiation resulted in an agreement between the Council, the Merchant Venturers, and the Tramway Company, whereby the company were to erect a shelter on the bare and scarcely used patch of ground between the termini of their lines from Zetland and Whiteladies Roads. It is the opinion of many that a few rustic shelters at suitable places are much to be desired. Numerous invalids make regular use of the Downs, and the breeze is frequently so keen on this elevated plateau that even vigorous persons deem it necessary when seeking a seat, to find one free from the buffeting of "rude Boreas." The trunks of the big trees on Stoke Road and the foliage surrounding the reservoir are the chief screens now available, and frequently every sheltered seat is occupied.

Those whose reading has familiarised them with the use made of the Downs long before the period under review, will find in the story of the rowdyism, brutality, and highway robberies, a wonderful contrast to the conditions presented in the twentieth century. Until recently the greater part of the area was out of Bristol, but that state of things ended in 1904, and to-day the municipality extends far



OBSERVATORY, CLIFTON DOWN; 1891.

(A windmill, which at one time stood on this spot, was burned in 1777. An artist named West reconstructed the tower, and added a dwelling-house to it. In 1837 he completed the excavation of a passage from the Observatory to Ghyston's cave.)



EASTER MONDAY ON DURDHAM DOWN; 1908.

beyond this magnificent recreation ground.

After the acquisition of the Downs in 1861, very little was done to extend accommodation of this kind until 1885. Since that period anxiety to prevent all the open ground being covered with houses and factories has exerted its influence with beneficial effect. Thus in 1908, apart from the Downs, there were in Bristol no fewer than 38 parks, open spaces, and commons maintainable at the public cost. These numerous spaces vary in area from small playgrounds and tiny bits of greensward to magnificent enclosures

Open Spaces—		Acres.	Roods.	Poles.
Redland Grove (Lovers' Walk)	(Turfed)	2	0	0
Shirehampton Green	,,	0	1	14
Blackboy Hill	,,	0	0	24
Westbury Hill	,,	0	0	7
St. Matthias	(Paved)	1	1	27
Haymarket	,,	0	2	5
St. Silas	,,	0	1	4
Alma Road	,,	0	0	20
Albert Road	,,	0	0	17

EASTVILLE PARK; 1907.

giving ample room for cricket, football, and other games. Eastville Park is one of the most picturesque, and although, when it was acquired in 1888, objectors protested against a large outlay for an area then in the country, the municipal boundary to-day extends far beyond this enclosure, and the Park is used by thousands of citizens. St. George's Park was acquired before that district came into Bristol, but was afterwards the subject of considerable expenditure by the city. Its lake is a popular feature, and is used for sailing model yachts. Victoria Park, Windmill Hill, is a fine, spacious enclosure; much of it is at a high level, and affords an excellent panoramic view of the city. Greville Smyth Park is much valued, but has suffered in picturesqueness from the construction of roads giving approaches to Ashton Swing Bridge. Many of the parks are laid out with great taste, and in spring and summer are gay with flowers. Three committees have charge of Bristol's open spaces.

The Downs are looked after by the Downs Committee, which consists of seven members of the Council and seven members of the Merchant Venturers. A list of the other areas* is appended:—

Public Commons—	Acres.	Roods.	Poles.
Penpole Point	10	2	27
Redland Green	7	2	0
Gore's Marsh	6	2	0
Bedminster Down	23	2	0
Bedminster D'n Plantation	2	0	0
Novers Common	5	0	0
Horfield Common	32	3	0
Total	324	0	36

MINA ROAD PARK; 1905.

MAINTAINED BY THE SANITARY COMMITTEE.

Name.	Area. Acres.	Roods.	Poles.
Public Parks—			
St. Agnes	2	2	6
Mina Road	3	0	0
College Green	2	3	21
St. Matthias	0	2	28
Cotham Gardens	2	2	0
St. Andrew's	10	3	39
Eastville	70	3	39
Fishponds	1	0	2
Gaunt's Ham	2	0	10
St. George	38	0	0
Greville Smyth	25	2	10
Victoria, Windmill Hill	51	1	15
St. Philip's	7	1	0
Westbury-on-Trym	10	0	0
Avonmouth	2	2	1

* The areas on this page were arrived at before the road-widening schemes referred to on page 228.

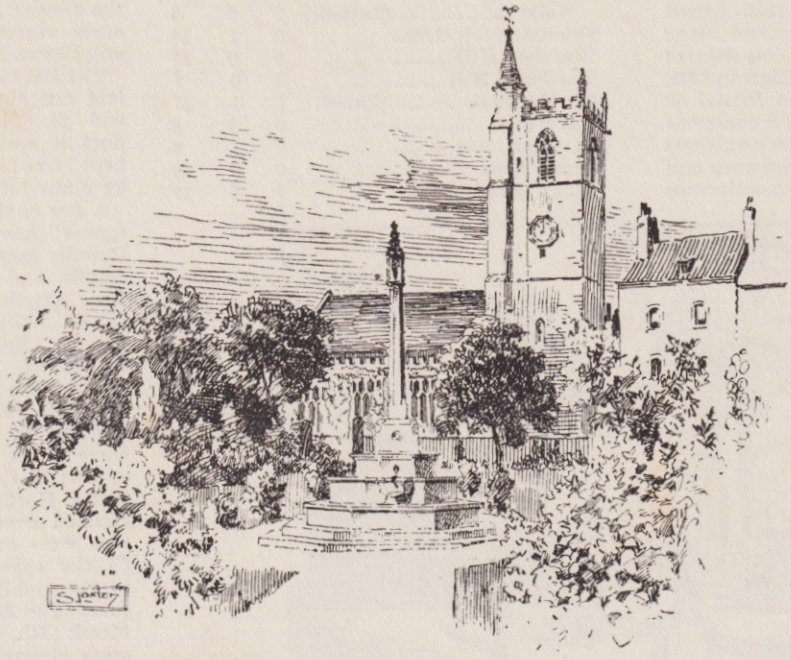
MAINTAINED BY THE ESTATES AND GENERAL PURPOSES COMMITTEE.

Name.	Area. Acres.	Roods.	Poles.
Public Parks—			
Brandon Hill	19	2	0
Queen Square	5	0	17
Lawford's Gate	0	1	39
Public Open Spaces—			
Colston Avenue (Paved)	0	3	17
Chatterton Square ,,	0	0	34
Crow Lane ,,	0	0	22
Sloper's Lane ,,	0	0	37
Total	26	2	6

The total area under the two committees is roundly 350 acres, and, adding 442 acres for the Downs, it is seen that Bristolians have 792 acres reserved to them for recreation and enjoyment.

The list takes no cognisance of the tastefully laid out churchyards attached to St. James's and St. Philip and Jacob's churches; nor does it embrace very large areas of ground kept free from building by being rented by clubs for lawn tennis, cricket, football, &c.

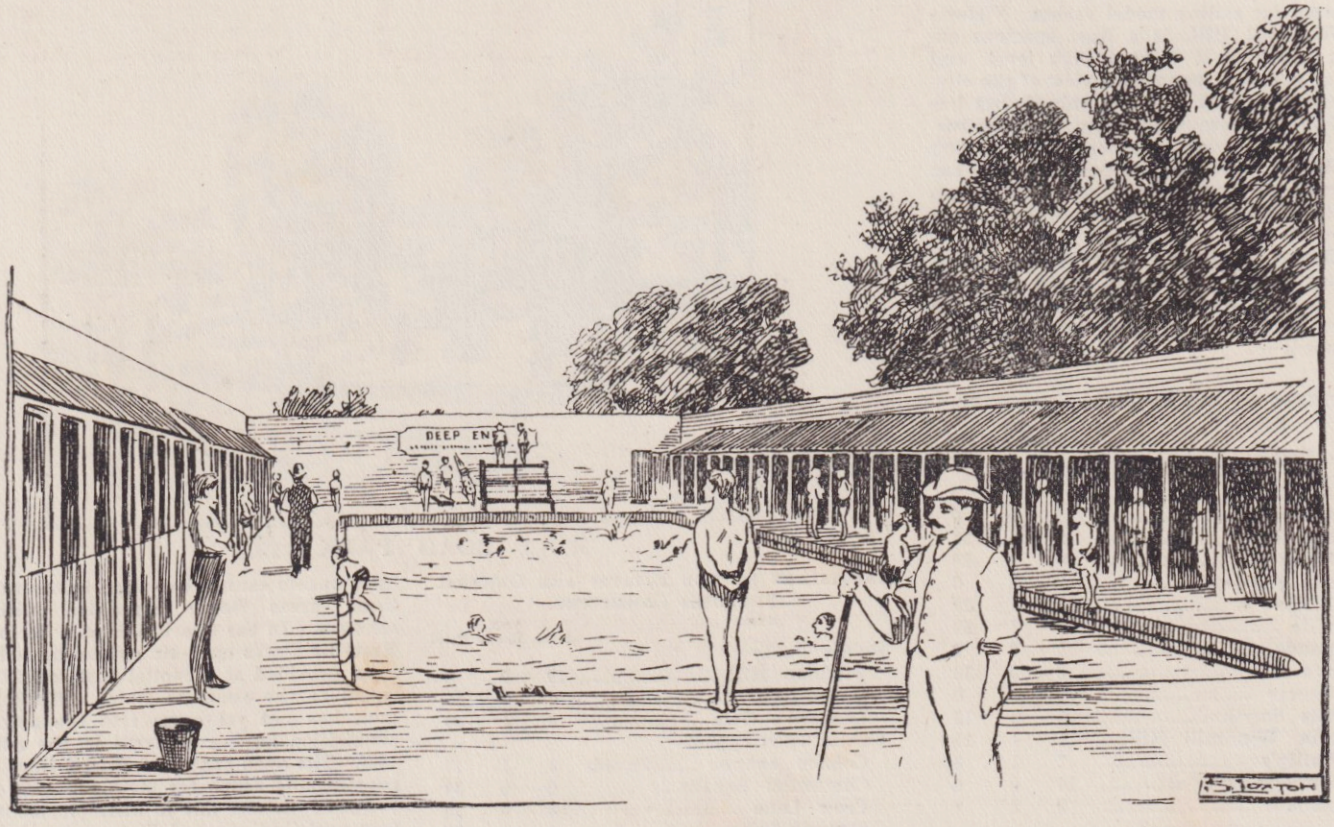
A few of the publicly maintained "breathing spaces" have been presented to the city. The Greville Smyth Park was given by Sir Greville Smyth, and an addition made to its area by Lady Smyth. Mina Road Park was presented by Mr William Hunt; and St. Philip's Park by Mr Sparke Evans and Mr Jonathan L. Evans. The public rights at Lovers' Walk were conveyed to the city by Mr W. H. G. Edwards in 1884. The little park at Avonmouth was the gift of Mr Napier Miles. Some of the commons have been conveyed free of cost to the Corporation, but in the case of that at Horfield terms of purchase of the rights claimed over the large and curiously-shaped area were only settled after long negotiation. In the aggregate the open spaces belonging to the public have cost a very considerable sum. The Sanitary Authority's account up to March 25th, 1908, set forth payments upon the areas chargeable to that committee amounting to £126,428 for purchase and laying out. This represented the total of numerous loans raised for schemes approved by the Council; the period allowed for repayment has been 50 years for the cost of the land and from 15 to 20 years for laying out. In this total St. Andrew's Park stands for £13,047; Victoria Park, Windmill Hill, for £29,334; Eastville Park for £35,261; St. Agnes Gardens for £3,805; Greville Smyth Park for £2,620; Mina Road Pleasure Ground for £2,691; the Haymarket for £5,802; St. George's Park for £25,531; Westbury-on-Trym Park £1,554. The capital sums represented by Colston Avenue and Lawford's Gate open spaces cannot be stated in the same way, these areas being associated with other schemes. In the Greville Smyth, Victoria, and Eastville Parks open-air swimming baths have been provided at a capital cost of £7,919 additional to the amounts stated. Horfield Common has not yet come into the account, its acquisition having occurred in the autumn of 1908. The open spaces of Bristol have afforded considerable scope for civic schemes designed to lessen distress due to unemployment, voluntary contributions and State grants being used to help forward enterprises of this nature. Some of the parks have had bowling greens



ST. JAMES'S CHURCH, CROSS, AND GARDEN; 1906.

laid out in this way. Several roads upon Durdham and Clifton Downs have been widened and provided with footpaths by utilising the labour of applicants to the Distress Committee's Labour Bureau. At the close of 1908 an improvement of a similar character was commenced at Bedminster Down and Horfield Commons, and a number of men were engaged in draining the latter. At Eastville Park more extensive schemes were initiated at the same period. Hundreds of men were employed on the construction of a large ornamental lake, and additional opportunity for the utilisation of unskilled labour was afforded by the decision to widen Fishponds Road by cutting back the Park for nearly the whole of its frontage to that highway. This work was commenced in January, 1909. Besides rights acquired in ways other than by purchase, the open spaces of Bristol represent a capital expenditure approximately amounting to £150,000, while the modern value of the land acquired is equal to many times that sum. The profits of this important branch of Council expenditure cannot be stated arithmetically; they are to be found in the high standard of health which Bristol has been able to maintain.

In 1862-3 public anxiety was caused by a proposal to utilise Leigh Woods, including Nightingale Valley, for building hundreds of



SWIMMING BATH IN EASTVILLE PARK; 1907.

small dwellings. The Leigh Woods Land Company was formed in 1864, and acquired 160 acres, with the object of preventing the threatened fate overtaking one of the most charming districts in the vicinity of the city. On part of the property large residences were, in subsequent years, erected. In 1908 a renewal of building operations revived apprehensions, and the subject aroused considerable attention. Upon January 25th, 1909, the gratifying announcement was made by Professor G. H. Leonard, chairman of the Bristol Kyrle Society, that Mr G. A. Wills had generously acquired of the Leigh Woods Land Company, for "the reasonable enjoyment of the public," 25 acres of their building land, and about 48 acres of the hanging woods, a site including Nightingale Valley, the plateau, the ancient encampment, and the slopes of the river on the north side of the Suspension Bridge. The property will be vested in trustees for this purpose.

(Sketched in 1892.)

Y.M.C.A.'S AND SOCIAL CLUBS.

Among the striking features of the latter half of the nineteenth century it is impossible to ignore the many efforts to exert an influence for good upon the young. Sunday schools have throughout that period carried on the work begun at an earlier date. Valuable as is their action, it has often been lamented that in numerous instances they have not altogether succeeded in holding the attention of those passing from childhood to adult years. Hence there has been brought into existence a multitude of agencies designed to make a special appeal at that critical period of human life.

The Young Men's Christian Association in St. James's Square was one of the earlier of these. Its initiation was decided upon at a meeting held at Broadmead Chapel in January, 1853, and Mr William Day Wills, who occupied the chair, was chosen as the first president. One of the large houses in St. James's Square was secured and fitted up, and the opening took place upon June 15th of the same year. Its object was defined to be "the religious and intellectual advancement of young men," and in the Directory of fifty years ago appears the name of Mr E. H. Phillips as its hon. secretary. This was part of a movement then in its infancy, and, when the Bristol institution attained its jubilee in 1903, the conference of British Young Men's Christian Associations was coupled with the local celebration, and the proceedings supplied abundant evidence of the remarkable development that had occurred, not only in this city, but also in nearly all parts of the world.

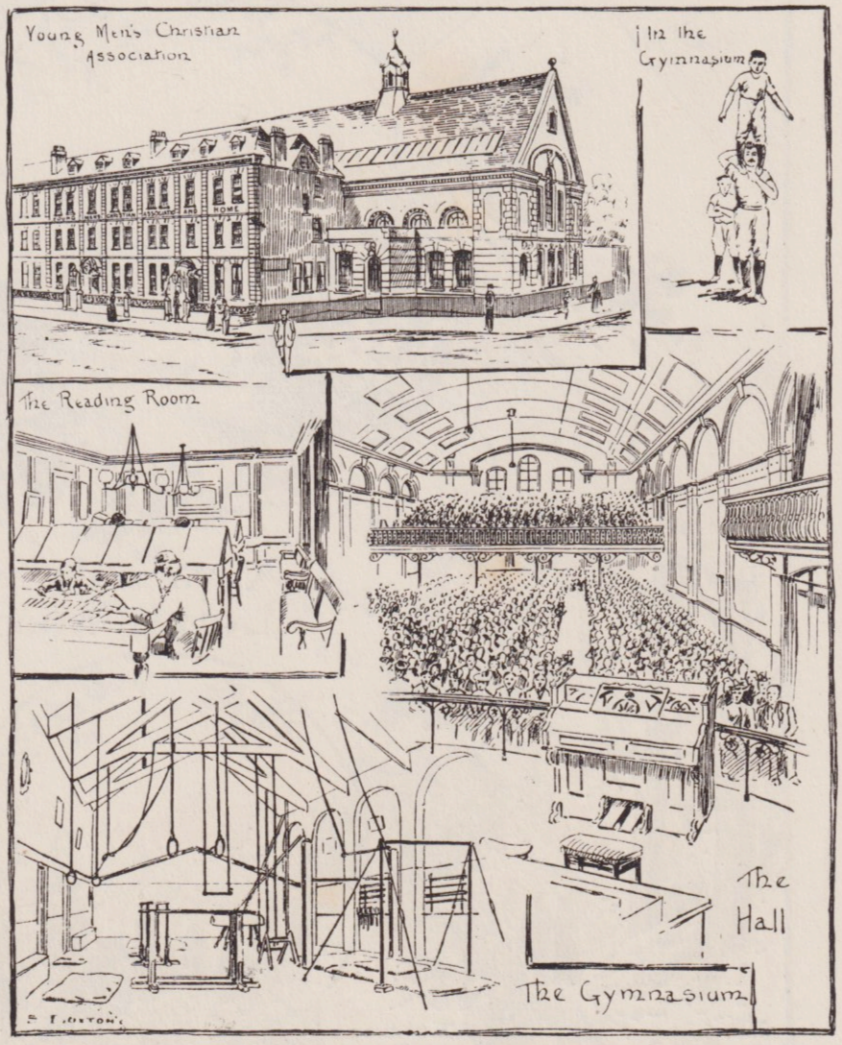
That the effort of 1853 met a real need may be the better realised if it be remembered that, compared with the present day, there was formerly a paucity of interests for leisure hours. In the twentieth century, engagements have multiplied to an almost bewildering extent. There are classes, lectures, musical and photographic societies, athletic clubs, the Territorial movement, and other activities affording wide scope for differing taste. Fifty years have added wonderfully to the organised opportunities for utilising spare time with pleasure and profit. The Y.M.C.A. began its work in St. James's Square when these opportunities were less plentiful. It became firmly established while Mr W. D. Wills still remained president: its influence was increased during the presidency of Mr George Thomas; and, in 1872, its headquarters were extended by the purchase of adjoining premises while Mr Robert Charleton was president. Mr William Terrell was next in the presidential succession, and then came Mr Joseph Storrs Fry, who has for a series of years manifested the liveliest interest in the movement, both in Bristol and elsewhere.

The group of sketches drawn in 1893 shows how, from a small beginning, the enterprise had grown. Religious work has always occupied a prominent place in the objects of the institution, but its programme has also included popular lectures; classes for studying various subjects; the maintenance of a large library and reading room; and the conduct of a home for boarders. The desire to encourage Christianity of the muscular type has brought gymnastics, cricket, swimming, cycling, basket-ball, and country rambles into the programme, as well as ping-pong, bagatelle, and other amusements. The gymnasium was built in 1879. The Hall, used for public gatherings, as well as those connected with the Y.M.C.A., constitutes a memorial of the mission conducted in Bristol in 1882 by Mr D. L. Moody. The American evangelist made a special appeal on behalf of this object, and the amount required was speedily promised. The Hall, which will seat about 1,200 persons, was opened in 1884. The term "young" is an elastic one, and even three-score years and ten are not a bar to membership of this and kindred institutions. In St. James's Square, however, in the course of the development that has taken place in later years, a youths' section has been formed. Mr F. J. Fedarb is now secretary, and it may be mentioned that besides the operations to which allusion has been made, some of his helpers annually render excellent service at the great military camp in which Bristol Territorials take part.

The needs of outlying districts have led to the formation of several branch Young Men's Christian Associations. The Branch at Totterdown has been so strenuously conducted that it has become scarcely less prominent than the central institution in St. James's. A fine block of buildings has been erected at the corner of Wells Road and Bushy Park, the first section having been opened in 1900, and a spacious public hall at a later date. This institution also stands for a whole range of activities, and has been conducted with considerable success. Sir William Howell Davies, M.P., is president, and Mr J. C. Marsh, secretary.

THE BOYS' BRIGADE.

From motives very similar to those responsible for the carrying on of Young Men's Christian Associations, a number of agencies of a different kind have been set to work in Bristol. Prominent among these is the Boys' Brigade, which made its appearance in this city in 1883. With the lads, especially in humble life, where home attractions are not very great, the tendency to stand about the streets and form undesirable companionships is a temptation which may, unless overcome, prove an important factor in shaping the youth's future career. The recognition of this fact and the knowledge how keenly boyish nature responds to the idea of playing at soldiers led to the formation of the Boys' Brigade. Now and again a critic has appeared to find fault with the military character given to the organisation and part of its work, but it is not very easy to suggest how the same effect could have been accomplished on radically different lines, and the discipline and obedience required from the soldier give much of the value to the Boys' Brigade work. The advantages of the Volunteer movement, on the physical and social side, have often been commended by public speakers; and it is evident that the Boys' Brigade exercises the same



Y.M.C.A., ST. JAMES'S SQUARE; 1893.

useful influence on the younger and more impressionable members of the community. The work has passed beyond the experimental stage, and has become one of our national as well as local institutions. Boys between 12 and 17 who are members of Sunday schools are eligible for membership, and the object of the organisation is defined as "the advancement of Christ's Kingdom among boys and the promotion of habits of reverence, discipline, self-respect, and all that tends towards a true Christian manliness." A number of companies constitute the Bristol battalion, and besides the drill, ambulance work, and recreation occupying them at the various centres where they assemble, Bible classes are organised and church parades held. The annual camp gives the members an opportunity of spending a week under canvas at Sand Bay, near Weston-super-Mare, and it is scarcely necessary to say that this is a very popular feature.

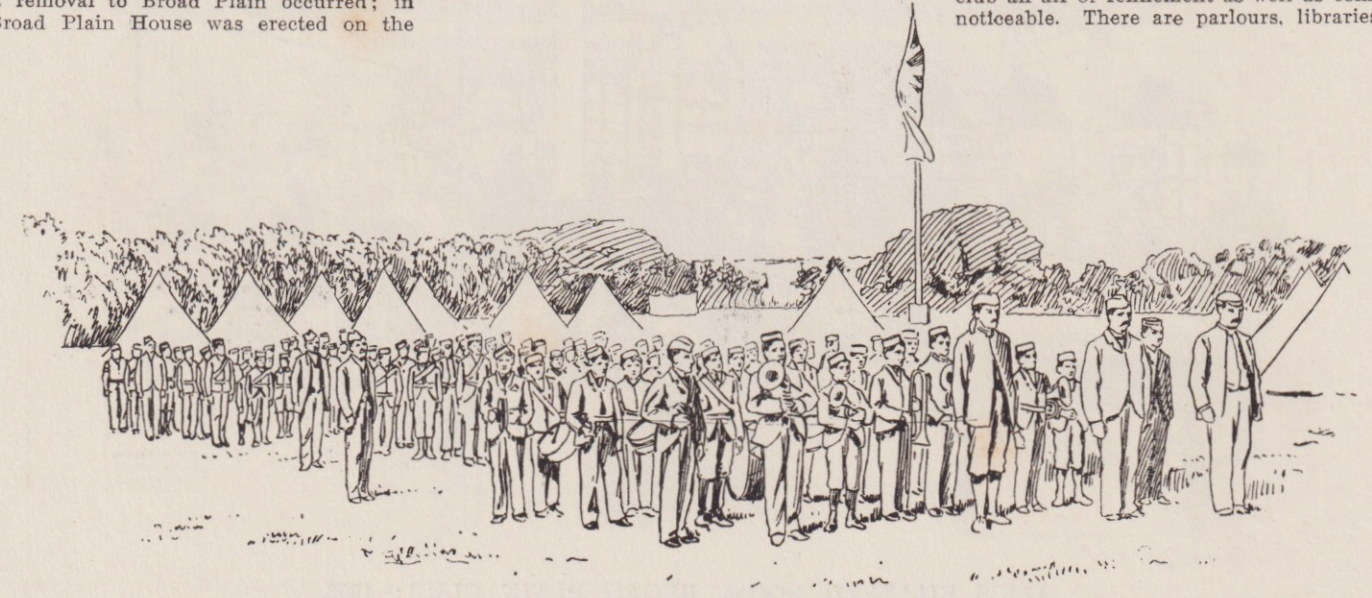
In connection with the Church of England a kindred organisation has been formed. Its title is the Church Lads' Brigade, and the object is set forth in the same terms as that of the Boys' Brigade, except that the word "lads" takes the place of "boys." In connection with this organisation, lads between the ages of 14 and 19 years are admissible. In numerous Bristol parishes companies forming part of the Bristol battalions carry on their work. The Lord Bishop of Bristol is the regimental chaplain.

SOCIAL CLUBS.

The Broad Plain Mission has given rise to an extremely interesting movement having a close relation to those already mentioned. Those who have visited some of the old houses in this quarter of St. Philip's have seen, in the fine staircases and the spacious apartments, evidence that they were formerly occupied by residents in prosperous circumstances. The separation of the "west" from the "east" has since become pronounced. The area between St. Philip's Church, Cheese Lane, and Kingsland Road would scarcely be described as desirable for residential purposes, yet it is crowded with dwellings, and abounds in narrow streets and narrower courts. It is in this neighbourhood that the Broad Plain work is being carried on, and a walk through the district on a dark, damp evening, with an occasional peep into the homes passed on the way, prepares the mind for understanding what a boon and a blessing the movement has become. It was commenced in 1870 by Mr John Linton renting four cottages in Leadhouse Lane; at a later date a removal to Broad Plain occurred; in 1891 Broad Plain House was erected on the other side of the street, and the older quarters were utilised for another branch of the enterprise. At one time the work was chiefly of a Sunday school character, but, by gradual stages, the mission has been enlarged until it embraces a multitude of operations that extend to every day in the week. Friends at Highbury Chapel have been the mainspring of the effort, but it has been conducted upon broad lines, and denominationalism has been conspicuously absent. The important departure of 1891 was accompanied by the appointment of a resident warden, and when the sympathetic oversight of Mr George Hare Leonard (afterwards one of the Professors of University College) came to an end, the work was for some time carried on by Mr H. G. de St. Dalmas, and, on his departure for India, Mr F. Newton Colborne succeeded to this position of responsibility. Mr W. Vaughan Jenkins is general secretary and treasurer of the men's club, and Mr F. Percy Jenkins holds these positions at the club for lads. In each case a committee and other officers assist in the management.

While the Broad Plain House has been used for a variety of purposes—from a play room for children, to a conference on social questions and for the exhibition of home arts and handicrafts—the premises over the way were fitted up as a club for men and boys. This branch (which owed much to Mr Stanley Badock) was found to possess such possibilities that in 1904 a bold advance was made. Not far from the Plain is Anvil Street, where an old chapel had long been in use. This was secured, together with some of the cottages surrounding it, and, by building and adaptation, an extremely fine club has been provided. There are approximately six hundred members, and the premises are so large that separate accommodation is given for the three classes—men, lads, and boys. The chapel, with side galleries removed, has been transformed into a magnificent gymnasium, and its use for physical exercise in the week is no bar to Sunday school being conducted in it. In going through the many rooms of the club an air of refinement as well as comfort is noticeable. There are parlours, libraries, and

TOTTERDOWN BRANCH OF THE Y.M.C.A.; 1907.

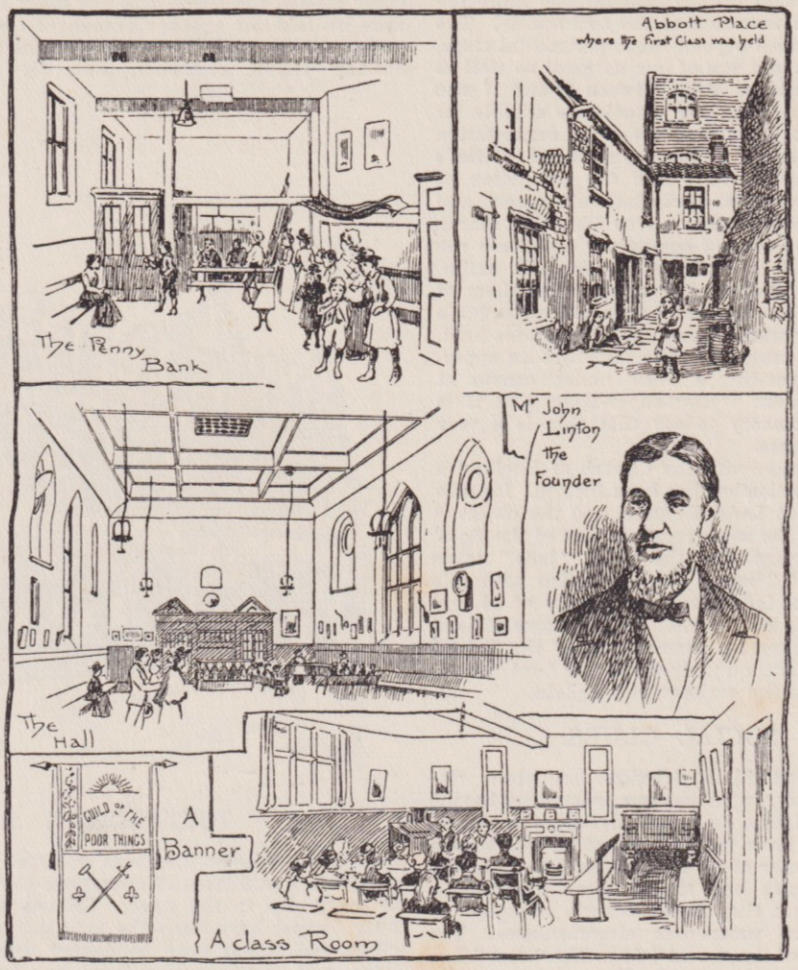


BOYS' BRIGADE; A CAMP SCENE; 1898.

reading rooms; a fine billiard room with three tables is reserved for men; a second billiard room for lads; and a third for boys. Notices on the walls bearing the heading, "Bristol Temperance Club Billiard League," indicate the wide interest taken in this game, and also draw attention to the contests arranged within the club and with outsiders. One room is devoted to ping-pong, while, in another part of the premises, is an excellent skittle alley. Membership costs one penny per week for the ordinary club; for twenty minutes' use of a full-sized billiard table a penny is charged for each player, the fee for the small table being a halfpenny per hour. The charge for skittles is a halfpenny for eighteen balls for members, and strangers double the amount. Non-intoxicating refreshments are supplied on a moderate scale. The ordinary club is understood to be self-supporting, but numerous branches of the work do not produce a financial return. A sick club with 300 members is connected with the institution, which is also the headquarters *of a company of the Boys' Brigade.*

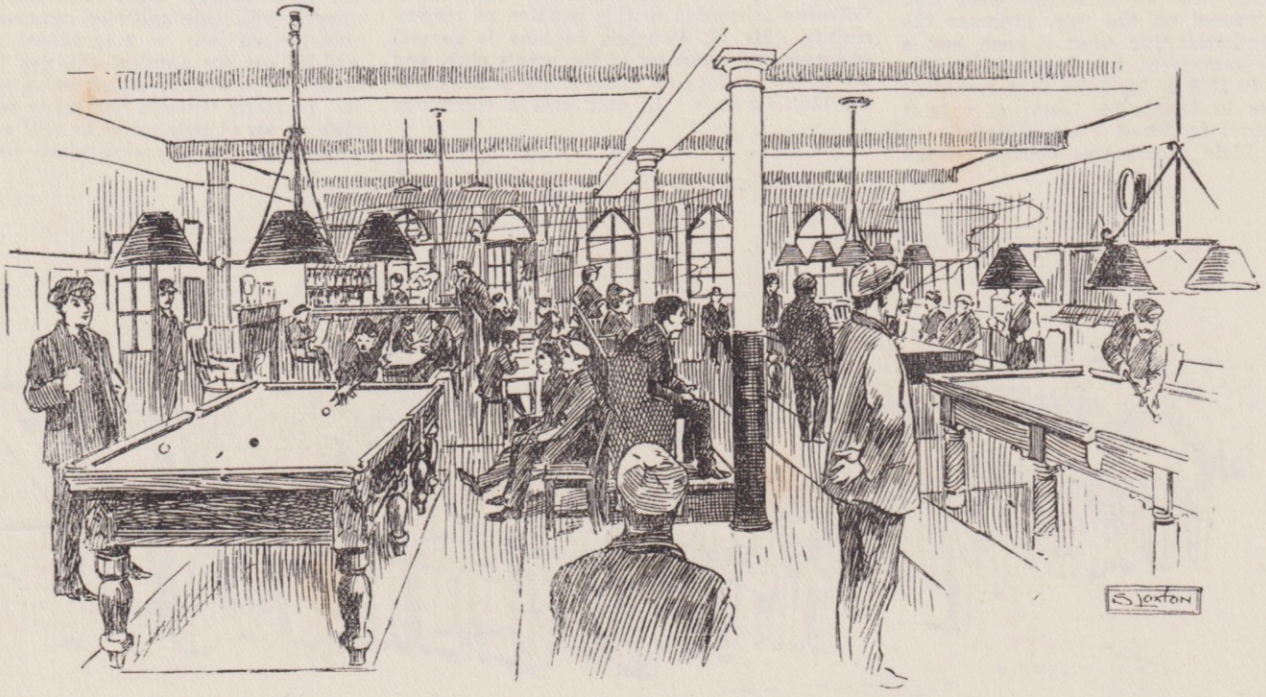
The buildings of the old club on Broad Plain have been absorbed by the soap factory of Messrs C. J. Thomas Bros., Ltd., but next to the factory one of the old residences has been fitted up as a Settlement House, and close by a club has also been formed for girls.

In an adjacent district, known as the Dings, another agency is engaged in work analagous to that carried on in Anvil Street and the Broad Plain. The avowed object of the Shaftesbury Institute is the moral, spiritual, and physical uplifting of the people. The original buildings were taken over by workers from Redland Park Congregational Church, under the leadership of the late Rev. U. R. Thomas, about 1898. At that time the place consisted of a coffee tavern, a hall, and two small rooms, but in 1900, through the generosity of Lord Winterstoke and others, a large scheme was entered upon, and the present commodious buildings were established at an approximate cost of £7,000. The institute is essentially a mission to fill the gaps rather than to usurp the functions of the churches and chapels; consequently no adult services are held on Sundays at the same time as those of the regular places of worship. There is, however, no lack of religious effort on that day.



BROAD PLAIN HOUSE AND ITS ORIGIN: SKETCHED 1899.

On Sunday evenings the tiny children under six years meet to the number of about 150 in the gymnasium for a special service, and in the large hall at the same time there is a service for elder children, the average attendance at which is about 400. Simultaneously there are the service for young men (60 altogether), a Boys' Brigade service attended by about 100, and an



MEN'S BILLIARD ROOM, BROAD PLAIN CLUB; 1908.

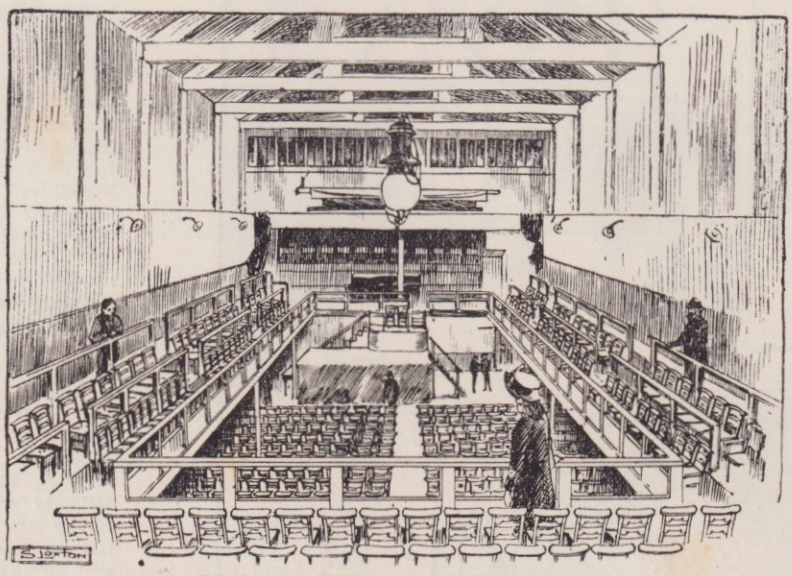
(The Club is entered from Kilkenny Street, St. Philip's.)

elder girls' service with an attendance of about 50. At the same time there is a band of open-air workers canvassing the neighbourhood for the people's evening service. Large Bible classes are also held in connection with the movement. On week evenings the activities are varied; recreation and exercise enter into the scope of the Shaftesbury Crusade, and the zest with which football—Rugby and Association—is followed is indicated by the fact that the club in 1908 had seven teams taking part in Saturday afternoon matches. Of summer games there is no lack, and swimming has aroused much interest. For men the club has a billiard room (three tables) and a skittle alley; and provision is made for numerous other indoor recreations. Girls and women, as well as boys, lads, and men, are embraced in the operations. Besides the services rendered by a paid lay reader and a nurse, in 1908 thirty-five ladies and twenty-six gentlemen were voluntarily rendering their assistance, some regularly spending their evenings at the institute. At their head was the Rev. A. Furner, minister of Redland Park Congregational Church; while the officers included Mr E. N. Tribe, chairman; Mr J. H. Bell, director; and Messrs H. M. Harris and J. H. Watling, hon. secretaries. Something like 250 persons, juniors and adults, in that year were to be found at the various clubs on an average evening. For large gatherings a hall to accommodate 600 has been provided.

In an earlier reference to St. Agnes' Church, Newfoundland Road, it was explained that much of its progress has been due to the initiative and fostering care of Clifton College under successive headmasters. The club for men and boys, which for years has carried on a useful work, is to be traced to the same cause. The Rev. J. M. Wilson, and others connected with the college who felt an interest in the welfare of St. Agnes' district, realised that a club would be helpful in promoting social intercourse and opportunities for mutual improvement and recreation, and in 1883 the institution was established. It now forms part of a fine range of buildings, occupying the ground between Newfoundland Road and Thomas Street, in departments of which provision is made for men, boys, and girls. The men's club embraces a billiard room with two full-sized tables, with a library adjoining it, in which chess and draughts can be played. The senior youths (whose ages range from 16 to 21) have a billiard room with large and small tables, and ping-pong tables. Adjoining it is a library, with facilities for other games. Upstairs, for the junior boys, are two small billiard tables and ping-pong tables. The weekly programme for the juniors provides for their training in the gymnasium on Monday and Wednesday; Tuesday and Thursday they use the club room for games, and Friday evening is devoted to wood carving and fretwork. They also have a room for quiet games. A large hall, seating 400 persons, is available for Sunday school, meetings, and entertainments. The organ standing in one corner was purchased with money given and collected by the children as a memento of Mrs T. W. Harvey, the wife of a former vicar. The members of the girls' club have used this hall, and early in 1909, on a site obtained next to it by the demolition of two cottages, a new girls' department was completed. Its accommodation included a general recreation room, nicely furnished reading room, and a kitchen for facilitating cookery instruction. Another new feature, for which arrangements were in progress at that period, was the equipment, in the basement of the men's club, of a miniature rifle range, giving a distance of about 24 yards from the firing point to the target. The membership in January, 1909, was approximately 320 boys and men, and 112 girls—figures indicating that its opportunities are appreciated. The Rev. A. S. Rashleigh, the vicar of St. Agnes', and his predecessors in that position, have evinced a warm interest in this work, but the government of the several departments is in the hands of committees chosen by the members.

The three clubs of which some of the principal features have been described, are prominent examples of a socio-religious work which assumed increasing importance in the concluding part of the nineteenth and the opening years of the twentieth century. They by no means stand alone. A work bearing a striking resemblance to that mentioned has been long conducted at the Manor House Christian Recreational Institute, St. Mark's Road, Easton, and, in connection with many places of worship, literary and social agencies, guilds, and brotherhoods have been the outcome of the spirit found in the large institutions. The varied aspects of efforts of this kind are indicated by the fact that the Broad Weir buildings of the Central Mission (Wesleyan Methodist) include a large hall for religious services, a billiard room, and a soup kitchen. Closely associated with movements of this kind are the Christian Social Brotherhood, and the new organisation—the Social Service League—initiated at the close of 1908 by the Lady Mayoress (Mrs Edward Robinson). The characteristic of the latter society is personal service among the poor.

Societies for women and girls have by no means been neglected. A Christian Association for Young Women was founded in 1855, two years after that for young men in St. James's Square. For a time the old Deanery, demolished when Deanery Road was constructed, formed its headquarters. Afterwards work of the kind was carried on in King Square, and still later at two centres, viz., 19, Berkeley Square, and 17, Portland Square. Both of these institutions were, however, removed, and, in January, 1909, a Central Institution, Club, and Restaurant was opened at 14, St. James's Barton. This scheme owed much to Miss Butlin, who had acquired the premises, and Mr Joseph Storrs Fry, in the course of an historical sketch at the opening gathering, referred to it as the lineal descendant of the institution in Portland Square. A boarding-house and home was at that time being conducted at Nevile House, 23, Whiteladies Road, and a lodging-house for strangers at Devonshire House, 140, Victoria Street. Of the Young Women's Association, Mrs Sherbrooke was president, and Miss Butlin district referee. Among other efforts to promote the welfare of young women and girls is the Free Church Guild, established in King Square.



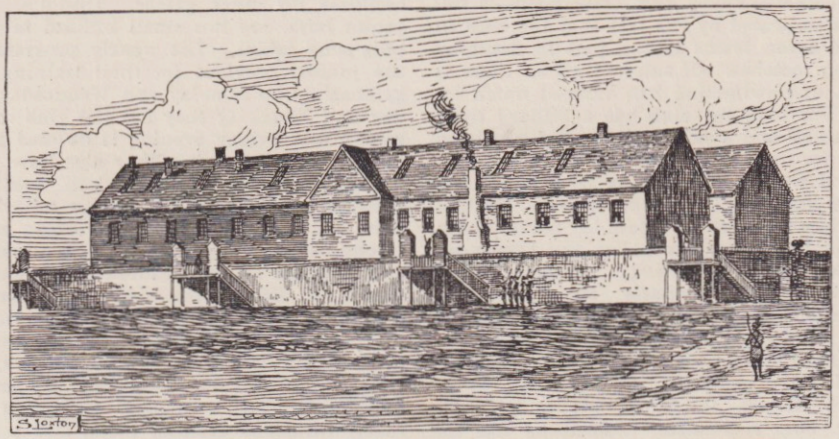
BROAD WEIR HALL; 1908.

(Social and religious gatherings, connected with the Bristol Central Mission, are held here.)

VOLUNTEERS AND TERRITORIALS.

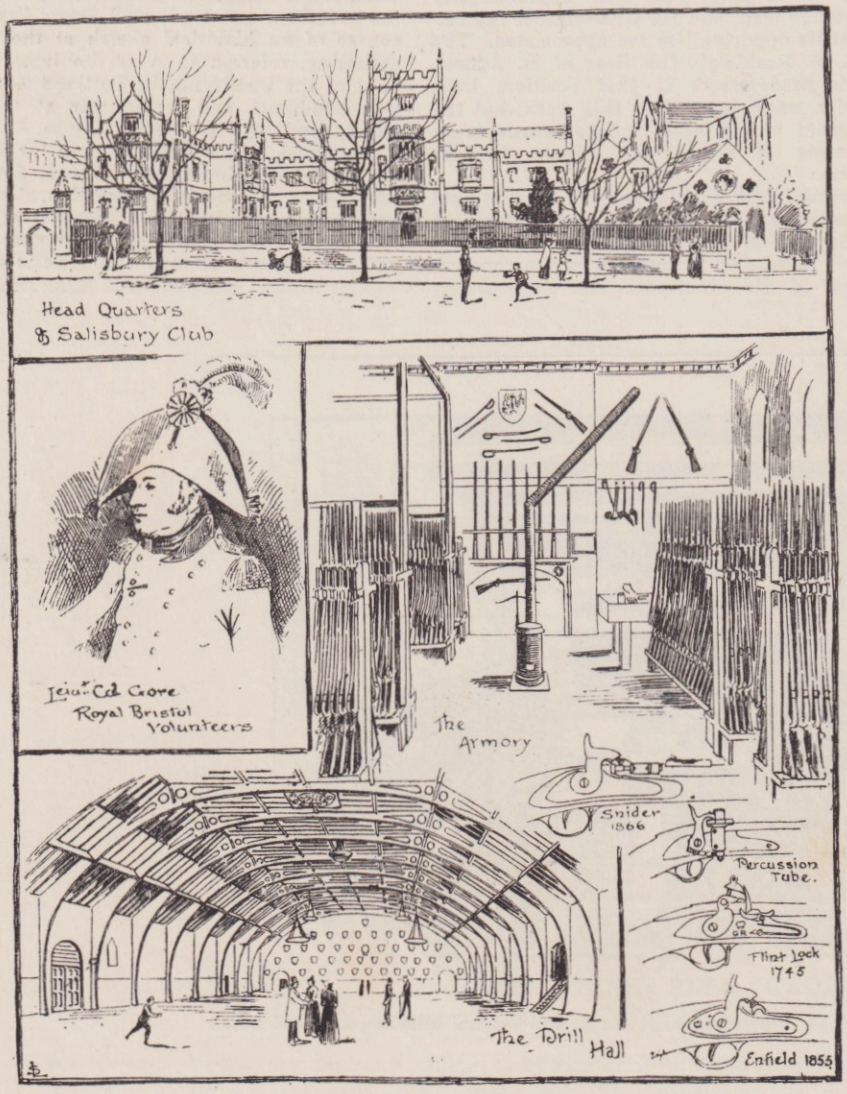
Fifty years suffice to embrace the history of the Volunteer movement, as it is generally understood. Brought into existence in 1859, the Bristol corps were in 1908 merged into the territorial system formulated by Mr Haldane, and commenced, under new names, a fresh era in the country's service.

Old traditions will remain in spite of the great change that has been effected, and behind the 4th Battalion Gloucester Regiment, of which Colonel J. H. Woodward is commanding officer, stands a series of Volunteer movements exhibiting greater readiness on the part of citizens to respond to a national call than State appreciation of such an auxiliary as a permanent branch of the country's defence. The vitality of the Volunteer system is indeed the more remarkable when it is realised how scanty has been the support given it by the War Office until recent years. The citizen soldiers who, rather over a century ago, were suddenly called upon to mount guard over the great body of French prisoners at Stapleton, being without arms, improvised pikes by fixing iron heads to mop-sticks. Such weapons sufficed for the purpose; they would have been formidable enough against unarmed men; and the drastic proposal to secure the prisoners by lowering them into the collieries in the vicinity was not carried into effect. The incident was, however, rather typical of the way in which Volunteers have been left to their own resources in all that involves the outlay of money. The Royal Bristol Volunteers, as they were called, in 1802 were paraded in Corn Street and disbanded with slight ceremony, only to be reorganised in the following year when danger again threatened. The members were required to muster for a few weeks' training, during which they were paid for their attendance. About this period the Guard House in Wine Street was put in order for a garrison, and the armoury, established in Stapleton Road, gave rise to the name Armoury Square. The revived corps, in which Colonel Baillie and Lieutenant-Colonel Gore were prominent personalities, continued until 1814, when the Government intimated that its services were no longer required. It is evident that the movement of which the Bristol Regiment formed part excited the liveliest interest in the adjoining counties. Even Pill had its Volunteers, under the name of the "Sea Fencibles."



THE FRENCH PRISON AT STAPLETON.

(From an old print. The buildings have since been merged in the Bristol Workhouse.)



RIFLE HEADQUARTERS, IN QUEEN'S ROAD, IN 1893.

(The sketch was made before the great change consequent on the creation of the Art Gallery.)

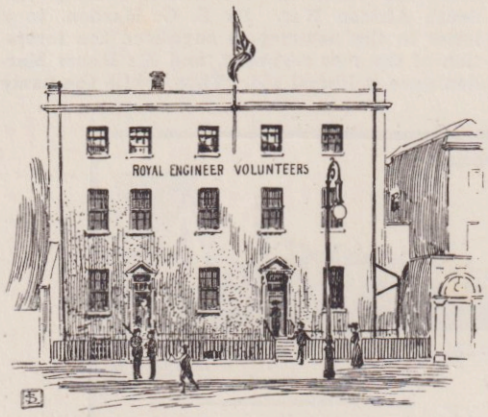
In 1858 the subject of national defence was to the front, and suggestions that a new Volunteer force should be started were readily adopted in Bristol. In February, 1859, a preliminary meeting was held, and on May 18th a gathering followed at which definite shape was imparted to the scheme. Mr Latimer mentions that this corps was the first embodied in the Kingdom. It was decided that the Mayor for the time being should be Honorary Colonel of this Bristol Volunteer Rifle Corps; Major R. Bush was appointed Lieutenant-Colonel, and Captain H. B. O. Savile, Major. Military authorities were evidently suspicious of the new departure; they desired to restrict the organisation to independent companies; and opportunity for sarcasm might have been found in the fact that the Government promulgated regulations, but left the new Volunteers to find arms and money as best they could.

An interesting reminiscence of the early days was supplied by one of the Volunteers, Quarter-Master Larcombe. "The only help the Government gave us was," he said, "the loan of

twenty old flint-lock guns from the Tower—not many for near upon five hundred men. To make up the deficiency in this respect, the members were encouraged to bring what guns they could for drill purposes. The result was a collection of arms that would have better graced a museum. There were specimens of all kinds of guns since guns were first invented, including sporting guns of ancient and modern make, and a fine stalwart fellow would boast the ownership of a light fowling-piece, while a near comrade of about half his size would be burdened with an old gun weighing 20 pounds or more."

Official discouragements did not prevent the movement gaining adherents. Those who joined were drilled in the Exchange (then without a roof); in the vicinity of what is now the Turkish Baths, near College Green; at the back of the Merchants' Hall, in King Street; and on the plateau by the Observatory. Later the regiment, by this time supplied with its dark-green uniform, was ready to take its part in military assemblies, and attended reviews at Hyde Park, Gloucester, Warwick, Oxford, and elsewhere.

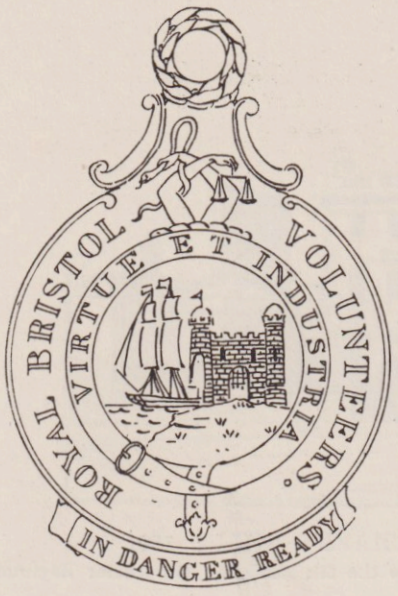
For a time shooting with the smooth-bore muzzle-loading muskets was practised at a range at Sneyd Park. For firing at the longer distances targets were placed on the Somerset



ENGINEER HEADQUARTERS, PARK ROW; 1904.

(The University College work commenced in this building, which is now occupied by the Bristol Companies of the South Midland Royal Engineers.)

side of the river. The construction of the Port and Pier Railway, however, made it necessary to abandon that arrangement, and from 1865 down to the initiation of the Royal Edward Dock the corps enjoyed the use of an excellent range on the Severn coast, north of Avonmouth. Shifted from there by dock and railway schemes, they found accommodation at a new range constructed at Whitchurch. Its use was soon abandoned owing to the danger of shooting with the modern rifle, the bullet from which travels a great distance. The only rifle range continuing in use in the Bristol district is that at Bedminster, provided many years ago for the Engineer Volunteers. Until 1871, the muzzle-loaders did duty; riflemen at the butts could be seen, as a preliminary to a shot, tearing open the paper cartridge with their teeth, emptying the powder into the large bore barrel, ramming home the bullet, and then fixing a percussion cap to the nipple. Breech-loading rifles were introduced at the date named, the earlier form being the converted Enfield (or the Snider-Enfield). The breech-block lifted on a hinge, and in some types was merely secured by a spring-catch at the rear. The block had been known to blow open with the force of the explosion, disconcerting the marksman's aim, if productive of no other mischief. Another type



AN OLD MEDAL.

of Snider was supplied with a locking device. These weapons, used at even moderate ranges, threw a shot with a rainbow curve, and the missile, nearly as thick as a man's first finger, presented a marked contrast to the long, pencil-like bullets of later days. The Martini-Henry was introduced in 1884, and this much improved weapon was superseded by the Lee-Metford in 1893. These rifles had a considerably longer range, a flatter trajectory, and a much smaller "kick" than earlier weapons. The addition of the magazine increased the speed with which a succession of shots could be fired. Among the curios which used to be exhibited at the Rifle Drill Hall, in Queen's Road, was a bullet which killed a cow that had strayed on the range. That shot cost £14 10s. If the popular story be true, a later one was much more expensive, for the abandonment of the Whitchurch range, which had cost thousands of pounds, was attributed to a missile which struck a cow far away over the hill.

One of the illustrations enables the appearance of the Rifle headquarters, as they were in 1893, to be recalled. The building then fronting Queen's Road was erected as the Bishop's College, but this important educational work having been abandoned, a company was

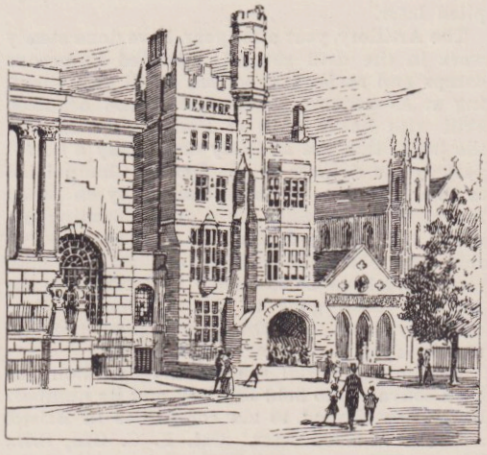
ENGINEER HEADQUARTERS, IN 1892.

(The building seen in the distance was for many years the headquarters of the Engineers. The whole of that side of Trinity Street has since been demolished.)

formed to acquire the premises for the use of the corps, and the Drill Hall was built at the rear. It was then entered through a long corridor next to the Museum, and a club was carried on in part of the front buildings. The erection of the Municipal Art Gallery completely changed the appearance of Queen's Road; the old college disappeared, a new entrance to the Drill Hall was provided at the opposite end, and other work carried out. The hall and headquarters have, moreover, become the property of the corps.

In 1883 the title of the force was altered to the 1st (City of Bristol) Volunteer Battalion of the Gloucester Regiment, and in the spring of 1908 a still more important change occurred. The old order came to an end, but, happily, only to arise under new conditions promising even greater usefulness as a recognised part of the national defences. The new title of the corps was the 4th Battalion Gloucester Regiment.

Though the practical sympathy shown by the War Office in 1859 was small, the volunteering spirit was too strong to be discouraged, and on November 12th of that year a meeting at the Bristol Guildhall arrived at a decision

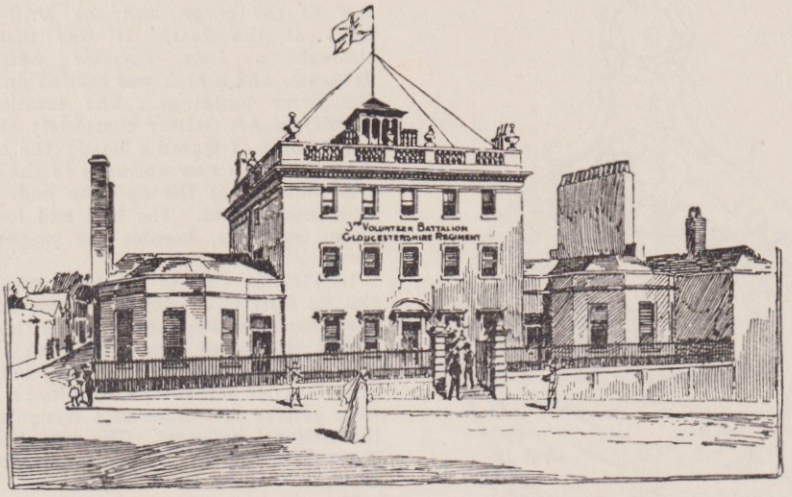


RIFLE HEADQUARTERS, QUEEN'S ROAD.

(The sketch shows the completed design of the entrance; part of the scheme only has been carried out. The building is occupied by the 4th Battalion Gloucestershire Regiment.)

which led to the formation of the Volunteer Artillery Corps. Major H. B. O. Savile (then an officer of the Rifles) had, earlier in life, served with the Royal Artillery, and accepted the invitation of Earl Ducie, the Lord-Lieutenant of Gloucestershire, to become Major-Commandant of the new corps. Within a few months a lease of a piece of land in White Ladies Road was secured from the Merchant Venturers for a parade ground. The provision of a Drill Hall followed in 1865.

The arrival of the siege guns supplied by the War Office occasioned a celebration in which the Rifles joined. Five hundred persons attended a dinner at the Victoria Rooms, and the afternoon on which the guns were first used was long remembered. With four heavy horses attached to each gun, two of the weapons were hauled to Avonmouth, where shooting practice was carried on with a buoy, a mile and three-quarters from the shore, as a target. At last the mooring chain was severed, and as the barrel sailed away with the tide, several parting shots were fired after it. The afternoon was still more deeply impressed on the memories of the participants by the fact that they had to brave two tremendous thunderstorms, some of the hailstones, according to the story, being nearly half an inch in diameter. More suitable



HEADQUARTERS, ST. MICHAEL'S HILL; 1901.

(Under the Territorial system the Corps has become the 6th Battalion Gloucester Regiment.)

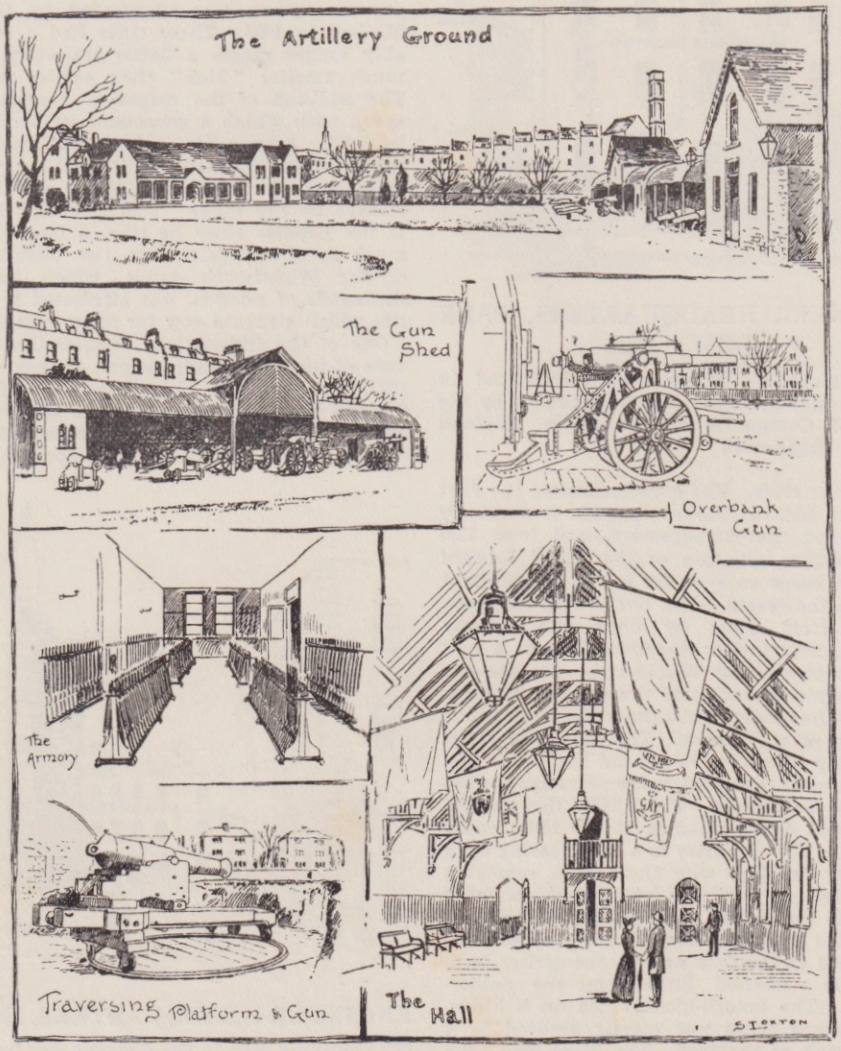
weapons than these siege guns (Mr Latimer terms them enormous and obsolete) were supplied later.

The Artillery, year after year, have done steady work in the drill ground, attended numerous camps and reviews, practised small arm shooting at Avonmouth or elsewhere, and acquired skill with heavy guns at Portishead. In 1874 the belief that the Artillery could play a useful part in the defence of the Bristol Channel led to their spending some time annually on Brean Down, then defended by a fort mounting big guns. The Steep Holm was also equipped in this way. Military theories change, and both forts have been abandoned. In later years the Artillery have gone to the Staddon Heights, near Plymouth, and there have given proof of the excellence of their training.

By the Territorial scheme the battalion has been converted to field artillery, and its numbers have been limited to six companies in Bristol and two at Gloucester. Col. F. C. Ord, C.B., who in 1889 succeeded to the command of the administrative brigade of which the Bristol force then formed part, has command of the reorganised body. One of the interesting facts connected with the Artillery is that the veteran Colonel Savile has retained his connection with the movement through the whole period of its existence, for, while he resigned active command in 1873, he still holds the position of Honorary Colonel then bestowed upon him. He fittingly took the lead when, in the spring of 1908, a movement was initiated to arrange for a memorial of the Bristol Volunteers, then on the eve of transformation into Territorials.

A third Bristol Regiment was brought into existence on April 16th, 1861, and was officially named the 2nd Gloucester Volunteer Engineer Corps. At first it had a special connection with the men employed at the Bristol and Exeter Locomotive Works in Bath Road, a fact which recalls the transference of that industry to Swindon after the Great Western Company had assumed control of the main line to the west. In the absence of properly established headquarters, members met at several places. The Union Street Meat Market was used for squad drill; engineering work was carried on at the Bristol and Exeter shed and instruction was given in a room close to Maryleport Church. For company drill Queen Square was utilised, and fields at Totterdown, since covered with houses, were the scene of light infantry movements. Five years from the start the corps ceased to be limited to the railway employés; and, after using the Exchange for drill purposes, headquarters were established in Avon Street. For a time the Bristol companies formed part of an administrative battalion with which Gloucester, Somerset, and Devon were also connected, but eventually the excellent work done in Bristol was recognised by its companies being formed into a separate battalion, of which Lieutenant-Colonel E. C. Plant was given command. This officer laboured strenuously on behalf of the corps, and during this time the removal to Trinity Street occurred, a drill hall, armoury, engineering sheds, &c., being provided at a cost of £2,500. Colonel E. C. Plant died in 1902, and Lieutenant-Colonel G. C. Gibbs (one of the most celebrated shots at long ranges) succeeded him and continued in command when the Territorial reorganisation occurred. The name of the corps was then changed to the South Midland Engineers. To secure the required numerical proportions of various branches of the service, the Bristol numbers had to be reduced from 700 to 472, grouped into two field companies and one divisional telegraph company. Considerable spirit has in the past been put into the work of the Engineers, and their manœuvres and sham fights at Duchess's Park, Stapleton, with the barrel-bridge building over the lake, were particularly interesting to the public. The members of the corps constructed the firing stations and butts at Bedminster; and at Kelston, at Fort Tregantle, Plymouth, and on the Avon have given other proofs of their skill in practical work. Trinity Street by 1908 had been almost swept away; but good headquarters were obtained in Park Row in a building which formed the cradle of the University College.

The 6th Battalion Gloucester Regiment is the Territorial title of a Rifle Corps which indicated the Volunteer enthusiasm during the South African War. Mr E. G. Mardon, in a letter to the newspapers suggested the formation of the new regiment, and Mr Heber Mardon gave it liberal aid. Thus, while the name

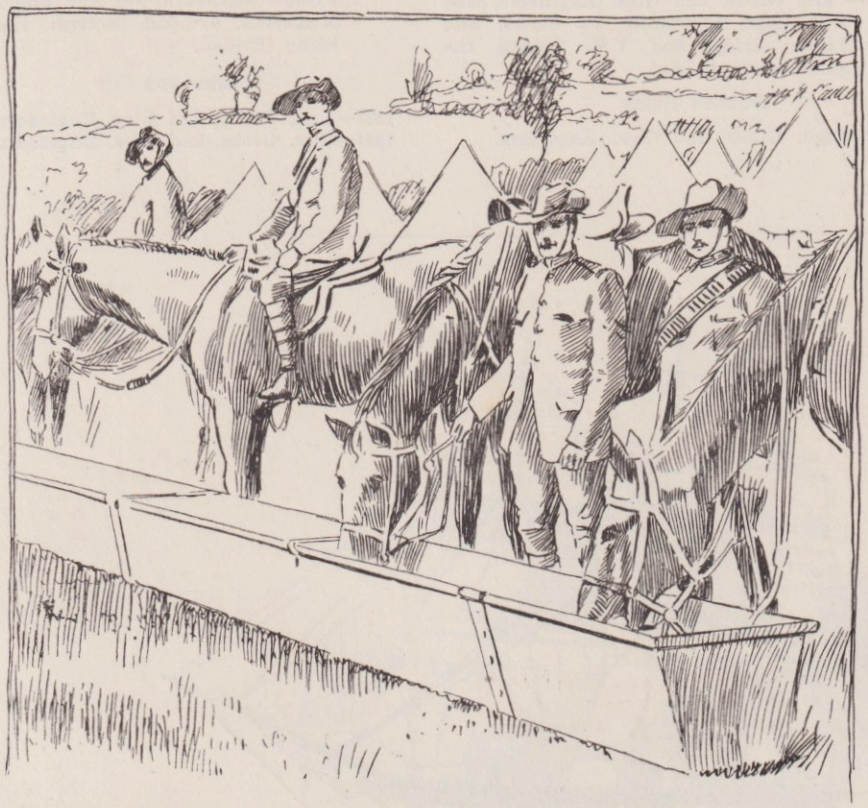


VOLUNTEER ARTILLERY HEADQUARTERS.

(The sketch of the headquarters in Whiteladies Road was made in 1893. The corps is now named the Gloucestershire Royal Field Artillery.)

first given was the 3rd Battalion, the regiment popularly became known as "Mardon's." The corps rapidly gained support and came into prominence; the smart khaki uniform, and slouch hats with a plume of feathers, helped to give it a distinctive character. By the end of 1900—the year of formation—900 men had been admitted to the ranks. The physique of the members, too, was kept at a high standard by controlling the admission of applicants. Lieutenant-Colonel McClellan was appointed commanding officer, but after a short period he retired, and was succeeded by Lieutenant-Colonel C. E. Hobhouse, who retains the command under the Territorial reorganisation. For headquarters a large house on St. Michael's Hill was secured.

A Bristol squadron forms part of the mounted force which, under the new system, is known as the Royal Gloucestershire Hussars (Yeomanry); the city also contributes a Bristol squadron to the North Somerset Imperial Yeomanry.



ROYAL GLOUCESTERSHIRE HUSSARS.

(Camp scene at Wells, 1905.)

The object of Mr Haldane's Territorial system was to bring regular and auxiliary forces into proper relation to each other, having in view the work they would have to do in time of war. One change incidental to the new scheme affected the ambulance and medical arrangements, hitherto left to individual regiments. This work for the future falls to the Royal Army Medical Corps, of which Bristol is responsible for the 3rd South Midland Field Ambulance, with Lieutenant-Colonel A. W. Prichard as commanding officer.

The Naval Artillery, brought into existence in 1873 through the efforts of Mr Milton Lewis, became very popular, and at one time the Admiralty professed considerable interest in the movement. There was consequently much disappointment in 1892 when the force was disbanded in accordance with an official order. In 1903 the Admiralty authorised the constitution of a body to be known as the Royal Naval Volunteer Reserve, and Bristol was represented on the National Committee by Mr Goodenough Taylor, who had shown keen interest in the earlier movement. Three companies have been formed, and the Hon. Cyril Ward, R.N., is the present officer in command. The old battleship Dædalus is used for drills, and upon inspection days, but the arrangements provide for the members (who have to join H.M. fleet if required to do so) acquiring other experience of naval work on ships of the Reserve squadron and in the gunnery schools. At the commencement of 1909 two interesting announcements were made in connection with the Naval Volunteer Reserve. One was that the Hon. Cyril Ward had presented to the corps his yacht, with the understanding that it should be regarded as belonging, for the time, to the company that proved itself most efficient in boating practice in the year. The second announcement was that premises in Jamaica Street, Stokes Croft, had been secured, and were about to be adapted for headquarters, so as to provide facilities for drill, gymnastic exercises, and recreation.

In this brief survey several other features must be mentioned. The first Engineer cadet corps in the country was formed at Clifton College, and attached to the Bristol Volunteer Engineers, while a Grammar School cadet corps was attached to the Bristol Rifles. The Territorial scheme severed the old connection, and provides for a separate organisation of these junior bodies. Miniature rifle shooting owed much to the advocacy of Lord Roberts, and the development of the movement led to the holding in Bristol, in the autumn of 1908, of a miniature Bisley. In conclusion, it should not be forgotten that both the older Rifle corps and the Engineer corps supplied detachments for the country's service in South Africa at a time when the need was great and the outlook dark.

NOTABLE SHOOTING.

In the course of Volunteer history many members of Bristol corps have distinguished themselves in shooting, and, from official records, a list of some of the principal distinctions at Wimbledon and Bisley has been compiled. With the passage of time changes occurred in the titles of regiments, as well as in the rank of some of the marksmen. The corps' titles and rank of the volunteers given in the list are those of the period when the success was achieved. In several instances marksmen transferred their membership from one regiment to another.

WITH THE SERVICE RIFLE.

QUEEN'S PRIZE—KING'S PRIZE.

From 1860 to 1900 the Queen's Prize was the most coveted honour at the national competitions, and with the accession of Edward VII. the title King's Prize came into use. Of the numerous body of competitors who enter, only the most successful shots reach the final stage, and up to 1885 the number admitted to this stage was 60. On numerous occasions Bristol Volunteers have been included in this select body of marksmen, as will be seen from the following list:—

Arrowsmith, J. W., Bris. Rifles, 1868, 1870, 1873.
Badcocke, C. A., 1st Gloucester, 1875.
Baker, J., 1st Gloucester, 1860, 1873.
Bingham, R. W., 1st Gloucester, 1861, 1863.
Blackburn, G. T., 1st Gloucester, 1871.
Blythe, F. W. G., 2nd Glos. Eng., 1906, 1907.
Gibbs, G. C., 1st Gloucester, 1882.
Gibbs, G. C., 2nd Glos. Engineers, 1888, 1895, 1896, 1901.
Gouldsmith S. S., 1st Gloucester, 1876.
Harding, O., 1st Gloucester, 1868.
Humphreys, G. W., 1st Gloucester, 1901, 1902, 1904, 1905.
Hutchings, W., 1st Gloucester, 1900.
Hutchinson, J., Bristol Rifles, 1868, 1869.
King, A. H., 1st Gloucester, 1866.
Lane, H., Bristol Rifles, 1864, 1867.
Larway, F. V., 2nd Glos. Engineers, 1883, 1887.
Miller, G., Bristol, 1861.
Miller, G., 1st Gloucester, 1863.
Morgan, C., 1st Gloucester, 1882.
Parminter, A. V., 1st Gloucester, 1892, 1905, 1906.
Preston, P. J., 1st Gloucester, 1903.
Ridler, H., 1st Gloucester, 1863, 1866.
Rinder, S. S., 1st Gloucester, 1889.
Sainsbury, W., 1st Gloucester, 1887.
Sainsbury, W., 2nd Glos. Engineers, 1890, 1898.
Sinnott, 2nd Glos. Engineers, 1899.
Stooke, J. H., 1st Gloucester, 1886, 1903, 1906.
Tripp, J., 2nd Glos. Engineers, 1901.
White, J., 1st Gloucester, 1870.

Once only was the Queen's Prize carried off by a Bristol shot; this was in 1867, when it was secured by Sergeant Lane, of the Bristol Rifles. In 1861, at Wimbledon, Private Jopling, 2nd South Middlesex, Viscount Bury, and Sergeant Bingham (Bristol) tied for the Queen's Prize. It was won by the Middlesex man, who had, in shooting off a previous tie at shorter ranges, made one more point than the Bristol representative, and two more than Viscount Bury. Jopling's score at the longest range of all was better than that of the other two. In 1868 Drum-Major Hutchinson, Bristol Rifles, was Silver Medallist.

Distinctions with the Service rifle also include the following:—

PRINCE OF WALES'S PRIZE.

1878—Corpl. Larway, 2nd Glos. Engineers.

ST. GEORGE'S VASE.

1890—Captain Gibbs, 2nd Glos. Engineers.

OLYMPIC.

1877—Private Gouldsmith, Bristol Rifles.

WIMBLEDON CUP.

1871—Private Baker, Bristol Rifles.
1879—Private Gouldsmith, Bristol Rifles.
1900—Major Gibbs, 2nd Glos. Engineers.

ALEXANDRA.

1867—Private Roberts, Bristol Rifles, tied with Ensign Wakeman, 10th Wilts, Private Brooks, 9th Leicester, and Private Formby, Liverpool R.B., the prize being divided.
1879—Capt. Lang, 2nd Glos. Engineers.

GRAND AGGREGATE.

1879—Capt. Lang, 2nd Glos. Engineers, Gold Cross.
1889—Sergt. Rinder, Bristol Rifles, Silver Cross.

ASSOCIATION CUP.

1899—Major Gibbs, 2nd Glos. Engineers.

SPENCER CUP.

1884—Sapper Luce, Clifton College.

ASHBURTON SHIELD.

1884, 1885, 1888—Clifton College.

WINDMILL PRIZE.

1885—Capt. A. U. Plant, 2nd Glos. Engineers.

'DAILY GRAPHIC' CUP.

1891—Sergt. Larway, 2nd Glos. Engineers.

HENRY PEEK PRIZE.

1867—Sergt. Bingham, Bristol Rifles.
1869—Drum-Major Hutchinson, S.M., Bristol Rifles.

WITH THE MATCH RIFLE.

ALBERT MEDAL.

1882—Private Gibbs, 1st Gloucester.
1888—Qr.Mstr. Arrowsmith, 2nd Glos. Eng.
1894—Capt. Gibbs, 2nd Glos. Engineers.
1901—Major Gibbs, 2nd Glos. Engineers.
1902—Major Gibbs, 2nd Glos. Engineers.
1905—Lieut.-Col. Gibbs, 2nd Glos. Engineers.

ASSOCIATION CUP.

1873—Private Baker, Bristol Rifles.
1901—Major Gibbs, 2nd Glos. Engineers.
1902—Major Gibbs, 2nd Glos. Engineers.

BASS PRIZE.

1894—Capt. Gibbs, 2nd Glos. Engineers.
1896—Capt. Gibbs, 2nd Glos. Engineers.

CURTIS AND HARVEY.

1883—Qr.Mstr. Arrowsmith, 2nd Glos. Eng.
1886—Capt. Gibbs, 2nd Glos. Engineers.
1890—Capt. Gibbs, 2nd Glos. Engineers, tied with Capt. Fremantle, 1st Bucks, and Lieut. Oxley, 2nd V.B. Sussex, the prize being divided.

DUDLEY PRIZE.

1887—Capt. Gibbs, 2nd Glos. Engineers.
1893—Capt. Gibbs, 2nd Glos. Engineers, tied with Capt. Foulkes, 3rd V.B. Cheshire, and Col. Sir Henry Halford, 1st V.B. Leicester, the prize being divided.
1896—Capt. Gibbs, 2nd Glos. Engineers.

DUKE OF CAMBRIDGE'S PRIZE.

1874—Private Baker, Bristol Rifles.
1882—Private Gibbs, 1st Gloucester.
1886—Capt. Gibbs, 2nd Glos. Engineers.
1890—Capt. Gibbs, 2nd Glos. Engineers.
1891—Capt. Gibbs, 2nd Glos. Engineers.

HALFORD MEMORIAL CUP.

1898—Major Gibbs, 2nd Glos. Engineers.
1899—Major Gibbs, 2nd Glos. Engineers.

HOPTON CHALLENGE CUP.

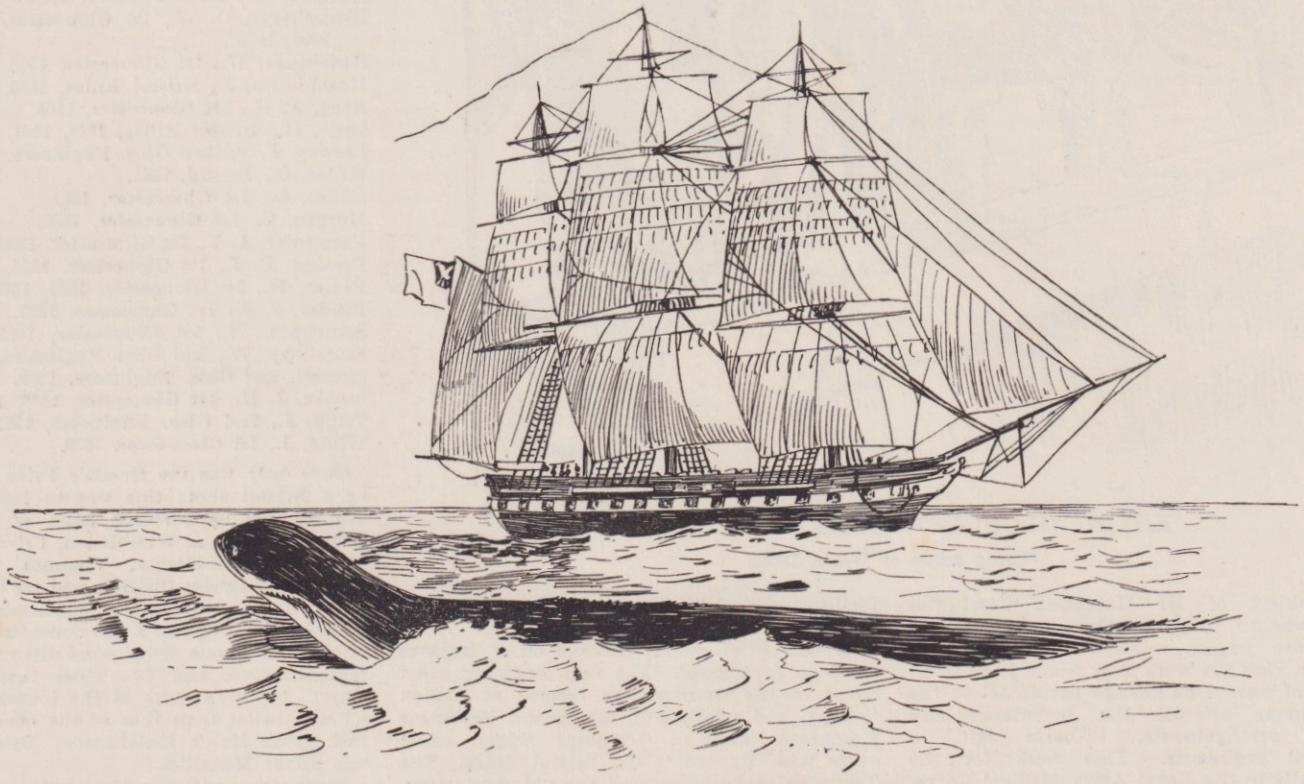
1902—Major Gibbs, 2nd Glos. Engineers.

SECRETARY OF STATE FOR WAR PRIZE.

1873—Private Arrowsmith, 1st Gloucester, tied with Col.-Sergt. Harms, 29th Kent, Private McCreath, 3rd Ayr, and Private McKerrell, London Scottish, the prize being divided.

WIMBLEDON CUP

1887—Capt. Gibbs, 2nd Glos. Engineers.
1894—Capt. Gibbs, 2nd Glos. Engineers.



H.M.S. DÆDALUS AND THE SEA SERPENT.

(One of the best-established instances of the observance of "the sea serpent" occurred in August, 1848, while the frigate Dædalus was in the South Atlantic, homeward bound. The circumstances were reported in detail to the Admiralty on the completion of the voyage, and the above sketch, published in the 'Illustrated London News,' was prepared from the captain's drawing. A length of 60ft. of "the sea serpent" was seen, and it was estimated that 30ft. or 40ft. remained under water. The creature was closely observed for twenty minutes. The Dædalus was sent to Bristol, as a training-ship for the Royal Naval Reserve, in 1861.)

MUSEUM, ART GALLERY, AND FINE ARTS ACADEMY.

The Bristol Directory of fifty years ago contains a two-page announcement explanatory of the objects and the advantages of the Bristol Institution "for the advancement of Science, Literature, and the Arts." This referred to the edifice, a little way up Park Street, which has been, for a number of years, the Bristol headquarters of the Freemasons. The announcement reminded the citizens that "this handsome building was erected by public subscription in shares of £25 each; and contains reading-rooms, a lecture-room, an exhibition room, a laboratory, and a museum of considerable extent." A concluding paragraph mentioned that "the museum has been formed chiefly by special contributions or by contributions of specimens, by members and friends of the Institution, among whom the merchants and captains of this port, and other gentlemen, have been most liberal."

This institution had sprung out of the feeling that Bristol needed a centre where those interested in literature and science could meet; the initial steps were taken in 1817, but it was not until six years later that the new premises were opened. The advantages were mainly confined to subscribers, or friends introduced by them, but others were given an opportunity of inspecting the contents of the museum. The association responsible for the management found its financial position a difficult one, and, in 1867, combined with the Bristol Library Society. The latter organisation had, some time earlier, been evicted from the King Street Library when the municipality resumed control, and the members of the Library Society had established themselves in rooms in the Bishop's College at the top of Park Street, where now the Art Gallery stands. The two bodies, acting in unison, decided to sell the old institution near the foot of Park Street, to appeal for further funds, and provide new buildings in Queen's Road. This programme was carried out; a design for a structure in the Venetian style was selected, but from first to last the project proved financially too great for the organisation that had it in hand. The new buildings were opened in 1871. Three years later the lecture theatre was added, and the total cost brought up to about £20,000. The design could not in some minor details be completed owing to the lack of funds, and the position of the committee of management became more and more difficult as time passed. The museum collection increased, and comprised specimens of exceptional value; the library was large and included many rare and interesting works; the influence of the institution was good, but liability accumulated. Neither visitors (who had to pay an entrance fee) nor subscribers were as numerous as could be desired, and the exhibition of the museum treasures suffered much from want of room to adequately display them.

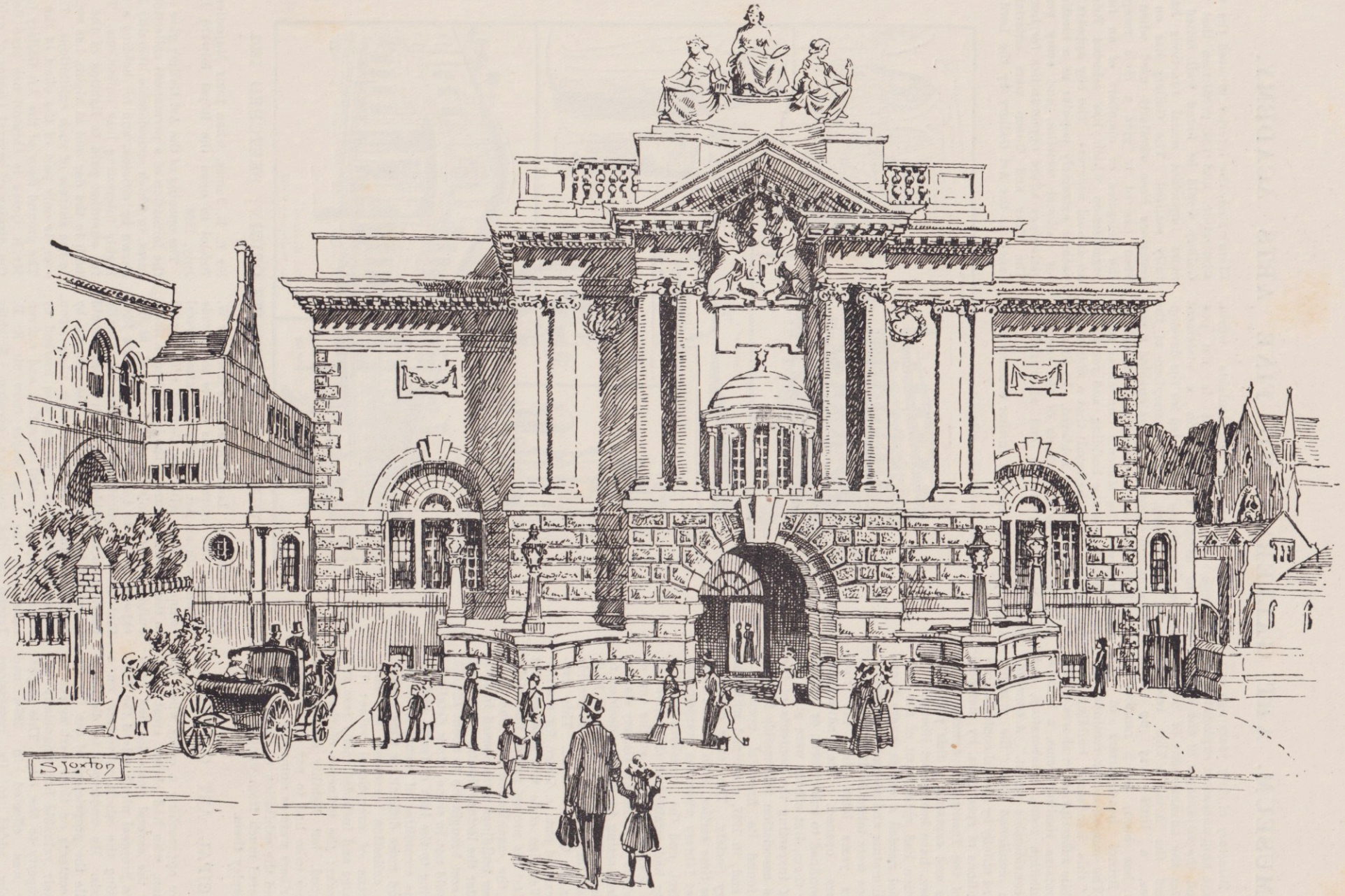
A MUNICIPAL ART GALLERY.

Matters were approaching a crisis when Sir Charles Wathen, who had shown great generosity during the several years he had been Mayor, made a proposal which solved the difficulty by putting the whole movement on a municipal basis. He undertook to discharge the debt, while the proprietors of the institution and its contents on their part agreed to hand over their valuable but financially unproductive property to the city. This important transfer was effected in 1894, and Bristol thereby added to its possessions an asset of almost incalculable worth, although one to which it is not possible to assign a value in a statement of accounts. Money was needed for the development and upkeep, and the adoption of the Museums and Gymnasiums Act enabled a rate of a halfpenny in the pound to be raised for this purpose. The Museum Committee set to work to complete the building, and reorganise its contents, with the result that a noteworthy improvement has been achieved. In this they were assisted by the efforts of the curators, first Mr Edward Wilson and afterwards Mr Herbert Bolton.

The year 1905 brought further extremely important changes. Lord Winterstoke (then Sir W. H. Wills) had intimated his desire to provide Bristol with an Art Gallery, and, after several communications with the Council with regard to the site and future of the institution, a noble building in Queen's Road was erected, at his expense, next to the Museum, with the idea that the two institutions, while architecturally bearing no resemblance to each other, should in reality be worked as one. The opening by Professor Hubert Herkomer took place upon February 15th, 1905, and was also marked by a brilliantly successful reception and conversazione by the Lord Mayor (now Sir E. B. James) on the following evening. Brightly illuminated, the interior aroused the warmest admiration, and the prediction that the Art Gallery would be found well suited for the more important social functions has been fully realised. The Gallery has on several occasions been similarly used when it has been desired to give a civic reception to the delegates or members of an important organisation which has selected Bristol for an annual congress. The city appears to have become extremely popular as a meeting-place for national societies, and every year such gatherings afford opportunities for hospitality. The King and Queen were entertained at lunch at the Art Gallery by the Lord Mayor, Sir E. B. James, when their Majesties visited Bristol to open the Royal Edward Dock, in July, 1908.

THE MUSEUM AND ITS ORIGIN; SKETCHED 1892.

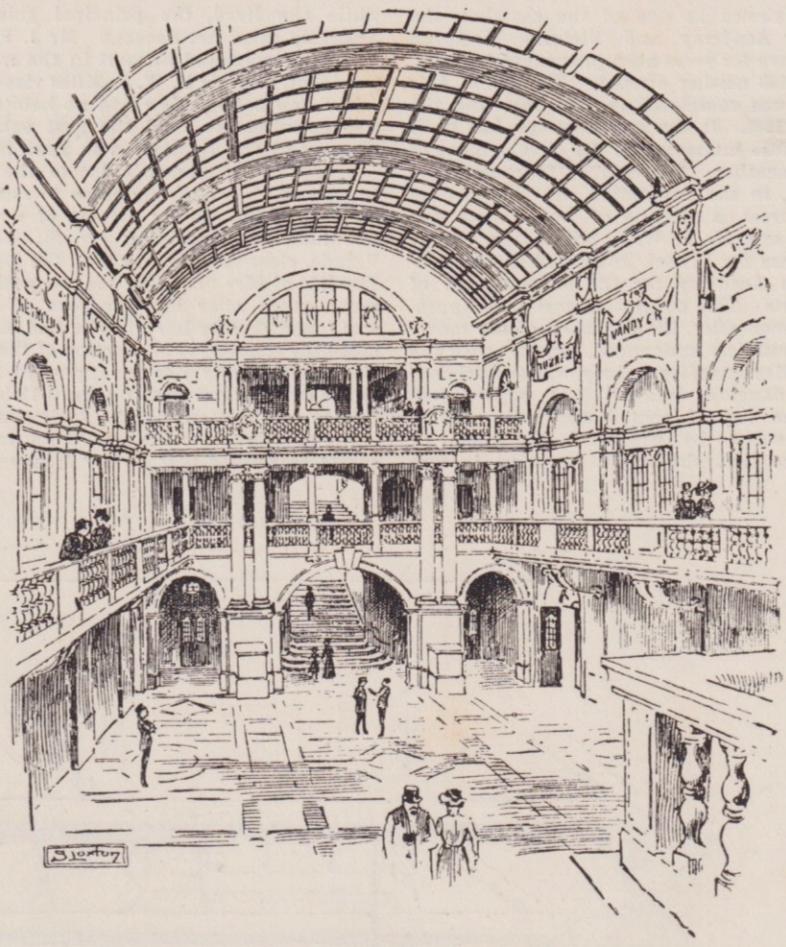
The opening of the Art Gallery gave scope for the formation of a permanent collection of pictures, in which considerable liberality has been shown by citizens, and for holding a series of highly interesting loan collections. The careful attention paid to lighting of the galleries (both in the day and at night), has contributed to the success of such exhibitions. This, however, is only part of the effect of the scheme. The ground floor of the Art Gallery (of which Mr R. Quick is curator) has been devoted to the display of several classes of exhibits, for



BRISTOL MUNICIPAL ART GALLERY, QUEEN'S ROAD; 1905.

(The gift of Lord Winterstoke.)

which formerly the Museum supplied inadequate room. This change has proved an admirable one. A reflective visitor can spend much time with interest in each of the new departments. One large apartment recalls the scenes and incidents in the bygone life of Bristol. There are maps, pictures, and relics, which can be seen nowhere else, and they impressively supplement written history. In other rooms are well arranged collections displaying human handiwork in many ages and countries —ranging from famous inscribed tablets of ancient Assyria and Egypt, to the gorgeous emblems of worship of other races, and the primitive instruments and weapons and tools of savage tribes. The collection often includes specimens lent by citizens or by the authorities at South Kensington Museum, as well as those belonging to the city. The quaintest products of tribes low in the scale of civilisation stand in sharp contrast to the wonderful carving and metal work from India and the East. Statuary finds a place, too, in the Art Gallery, and several busts of prominent Bristolians are exhibited. Interesting relics of ancient Bristol have been lost to the city owing to the absence of a place where they could be suitably stored and displayed. Mr J. E. Pritchard, F.S.A., the hon. secretary of the Bristol and Gloucestershire Archæological Society, advocated the establishment of an Architectural Court at the Museum, and, eventually, accommodation was found in one of the large rooms below the Art Gallery for exhibits of this kind. If not quite what was hoped for, this provision has enabled a number of relics of passing Bristol to be preserved. When authority was given to raise the library rate from 1d to 1½d in the pound, it was arranged that a farthing of the amount should be utilised for the Art Gallery.

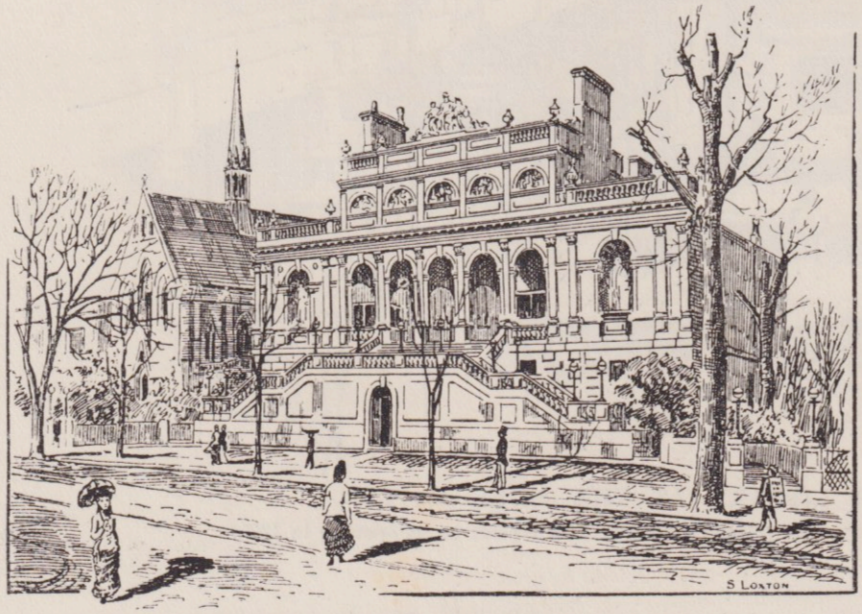


CENTRAL HALL, ART GALLERY; 1905.

THE MUSEUM REORGANISED.

The second event of 1905 to which allusion has been made was the removal of the library to the new central institition in College Green. A large number of medical works had been, at an earlier date, transferred to the University College for the use of the Medical Faculty, but 45,000 remained to be merged with the collection from King Street, the whole being subject to a fresh classification in the new Central Reference Library opened in 1906. The Museum Subscription Library (the modern representative of the old Library Society) also vacated the room used at the Museum, and thus a range of apartments became available for natural history and geological exhibits, of which a great store had been accumulated. The work of reorganisation has since been proceeding steadily, and the Museum presents a wonderful contrast to its appearance in former times. The effort has been to present the creatures exhibited in surroundings as nearly like the natural environment as the artist and mechanic can make them. Most realistically has this process been carried out, and there is no comparison in point of educational value between a stuffed bird perched, with perhaps fifty others, on a branch in a glass case, and these newer studies in which each creature is in its own habitat, and an idea is given of its method of life. The geological collection is a notable one, and an important modern feature is the section illustrative of economic biology. The development of insect and parasitic pests and their relation to the products of the farm, garden, and wood are here shown by actual specimens. The cultivator may learn to identify his tiny foes and also his friends, while in the adjoining building, the University College, the Department of Economic Biology will assist him by gratuitous advice in solving problems of this nature which his life's work presents.

In 1867, when the members of the old institution in Park Street were discussing the scheme that had been suggested, they heard from Mr Henry Cole, then Secretary of the Science and Art Department, South Kensington, impressive words upon the educational value which a rightly conducted Museum might possess. It implies no reflection upon the former administrators, who were hampered by want of space and also want of funds, to say that that ideal has been more fully realised under municipal auspices than ever before. The interest in both Museum and Art Gallery is now a real one; students and those engaged in research take advantage of the institutions, and yet still more might with profit do so.



THE FINE ARTS ACADEMY; 1888.

(Victoria Wesleyan Chapel is shown on the left of the Academy.)

THE FINE ARTS ACADEMY.

In the vicinity of the Victoria Rooms two

buildings shown in one of the sketches—the Fine Arts Academy and Victoria Wesleyan Chapel—have for years been prominent features. Prior to 1858 neither existed. The Fine Arts Academy was completed in that year and the Chapel in 1863. It was not, however, left until 1858 for those interested in the development of art to foregather. Thirteen or fourteen years previously, in the Institution near the bottom of Park Street, a meeting of local artists was convened, and Mr P. W. S. Miles, then one of the members for Bristol, advocated the foundation of an Academy for the advancement of the fine arts. This suggestion met with approval, and, soon after, the initiation of the movement was publicly announced, together with the fact that Mrs Sharples (a lady whose husband, son, and daughter had all been artists) had headed the list of contributors with £2,000. This sum was to be invested in the names of trustees, so that she might have an income while she lived, the principal going to the Academy upon her decease. Mr J. S. Harford, who had interested himself in the matter, was president, and Mr P. W. S. Miles vice-president.

The new society then had no habitation, and was permitted to hold the first exhibition of pictures at the Institution in Park Street. The proposal to permanently locate the Academy in part of that building came to nothing, and for a time the annual display of works of art was held in a building on St. Augustine's Parade, close to what was then the Drawbridge. The life of Mrs Sharples was not prolonged for many years after her generous offer, and it was found that by her will she had still further aided the scheme. The erection of the Academy was consequently decided upon in 1855, and, as the opening occurred on April 12th, 1858, the jubilee was attained in the spring of 1908.

The experience of the institution in some respects resembled that of the Museum while it was in private hands, public interest in neither being such as to promote the vitality that could be desired. In more recent years the Academy and its aims have been kept prominently before the public by its hon. secretary, Mr R. C. Tuckett.

Excellent exhibitions of paintings are periodically held in the rooms; the Graphic collection which accompanies the spring display has become one of the features of the year, and on several occasions the possibilities of photography have been illustrated. There is also a permanent collection, including the Sharples pictures, and the huge paintings by Hogarth removed from Redcliff Church. The Academy is managed by a society of which Lord Winterstoke is president, but a tie exists between the institution and the Corporation, the Municipal Art School having been established in the rooms on the ground level.

THE FORMER LIBRARY AT THE MUSEUM; 1895.

(The books were removed to the Central Library, Deanery Road, prior to its opening in 1906.)

CARE OF THE SICK AND SUFFERING.

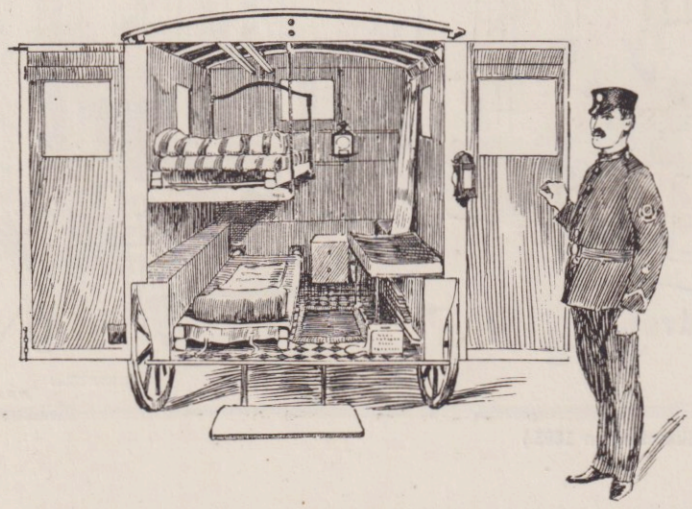
Although the healthiness of Bristol has materially improved during the past fifty years with the advance of sanitary administration, the ills to which flesh is heir have called forth an increasing amount of effort for their alleviation and cure. The responsibility has, in the process of social evolution, become somewhat curiously divided. Volunteers, giving service or money, take upon themselves a great share of it in what are for brevity termed the "medical charities;" and the Corporation, the Guardians, and the State each bear some portion of the burden.

Of the municipal work it is not necessary to say more than that it has been entered upon mainly with the idea of saving the healthy from infection. Patients in city isolation hospitals receive the very best of treatment; the curative effects are excellent. It is safe to assume that the patient removed to Ham Green or the Novers has a better chance of recovery than if left to the resources of a small home. It is only in a percentage of instances, however, that the civic authorities take charge, their intervention being governed by the risks of the outbreak and the circumstances of the home in which the patient happens to be. Even the Corporation share in Winsley Sanatorium for Consumptives cannot be removed from the category of preventive medicine. Moreover, civic action has been limited by financial considerations, as well as others.

BRISTOL ROYAL INFIRMARY; 1906.

THE LUNATIC ASYLUM, FISHPONDS.

There may be a tendency in a quick survey of work for the sick and suffering to forget one of the largest and most important branches, one also in which the advance has been of a notable character. Among the institutions mentioned in the Bristol Directory of 1858 is the Bristol Lunatic Asylum, in Peter Street. When the lunatics were at St. Peter's Hospital the treatment was certainly not that which would meet with approval in these days. The room was altogether insufficient, for in that comparatively small, but wonderfully picturesque, old building, paupers, as well as those who had lost their reason, were housed. A change was only brought about by the insistence of the Poor Law Board that improved accommodation should be provided, and the Department declined to retire from the position taken up, although the Guardians, the Town Council, the Chamber of Commerce, and the citizens in ward meeting assembled protested against a fresh burden being placed on the ratepayers. Some time elapsed, but the Council ultimately took action. Land was acquired at Fishponds on the ground which slopes down to the Froom, and here work was commenced in 1861. Operations contrasted so favourably with all that had gone before that the report for the first year was enthusiastic in tone, and declared that the asylum was the cheapest in the kingdom, and that it combined in no ordinary degree all the objects which the best experience had proved to be so beneficent in the treatment of mental disorder. The patients in the improved environment gained quickly in health, and the death-rate was considerably below that of the St. Peter's Asylum. Mechanical restraint, one of the first things to be applied under the old *régime*, was not perpetuated, and we are told in the record that there was not a straight waistcoat in the asylum. The inmates were employed at laundry work, dressmaking, carpentry, shoemaking, gardening, and other industries. The contrast with the past becoming very marked, the old order of things received severe condemnation, and the medical superintendent of the new institution informed the Council that "It was remarkable that a great and opulent city, pre-eminent for the magnitude and variety of her charities and the philanthropy of her citizens, who have endowed magnificent infirmaries and hospitals for the relief of the sick poor, asylums for deserted orphans, and almshouses for the repose of the aged, should have remained so long destitute of any place at all suitable for the reception and treatment of persons afflicted with mental maladies—a class of sufferers who, of all others, make perhaps the strongest appeal to our commiseration. None acquainted with the old building in St. Peter's Hospital, its ill-arranged and deficient accommodation, gaol-like and depressing appearance, overcrowded condition, and want of exercise and airing grounds, can doubt that another asylum was imperatively required, or that this establishment now advancing into efficiency under your government will be a great boon to suffering humanity, and a benevolent institution in the truest and most



ST. JOHN AMBULANCE CARRIAGE; 1905.

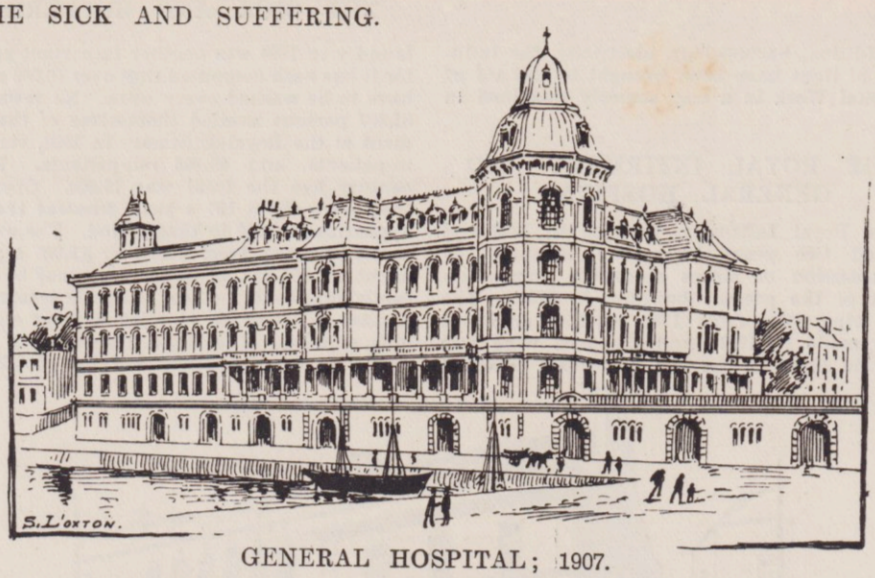
(Sketched in 1893.)

legitimate sense." From the first there was in the control of the asylum a keen desire evinced to do all that was possible to ameliorate the condition of the poor people deprived of their reason. There is a satisfactory ring about the words used in 1863. "It is pleasing to add that mechanical restraint, which was necessarily so common in the lunacy wards at St. Peter's Hospital, is unknown in this asylum, and that persons who under a former system of management were scarcely to be classed among human beings, are now admitted amongst the other patients without danger, and by kindness and skilful medical superintendence are led to form habits of decency and order, to which, but for the comforts they here enjoy, they would have lived and died strangers." The effort was made to give the institution as cheerful an appearance as possible, the rooms were made bright and attractive, curtains, pictures, vases, singing-birds, and books were introduced with this object, while organised amusements were not neglected.

HAHNEMANN HOSPITAL; 1908.

(Situated in Brunswick Square.)

The asylum at Fishponds has been the subject of several extension schemes, undertaken from time to time when its accommodation became insufficient. In the year 1907 the highest number resident at any one time was 927, of whom all but 38 were chargeable to the Bristol Union, the small minority being private patients, sufferers boarded out by other counties, and criminal cases. From February, 1861, when the institution was opened, to December 31st, 1907, 3,460 male and 3,685 female patients were admitted, an aggregate of 7,145. Of this number, 2,593 recovered, 1,036 were relieved, 41 underwent no improvement, and 2,564 died. Over the whole period the percentage of recoveries upon admissions has been 36.29.



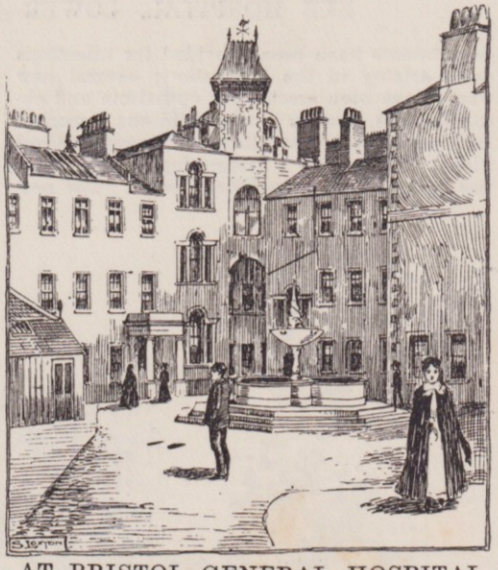
GENERAL HOSPITAL; 1907.

The Bristol Lunatic Asylum is a somewhat interesting example of distributed responsibility. The Guardians are liable for the maintenance of the lunatics; the asylum, however, is managed by a committee of the Bristol City Council; the Council undertakes capital outlay for new works; the State makes a grant towards the maintenance of the inmates; and Lunacy Commissioners pay periodical visits to see that the standard of efficiency is kept at a high level. The Guardians also have under their own care numerous cases where mental feebleness necessitates institutional control.

The words "sick and suffering" may also be held to include the large number of aged invalids who are found in the workhouse infirmaries.

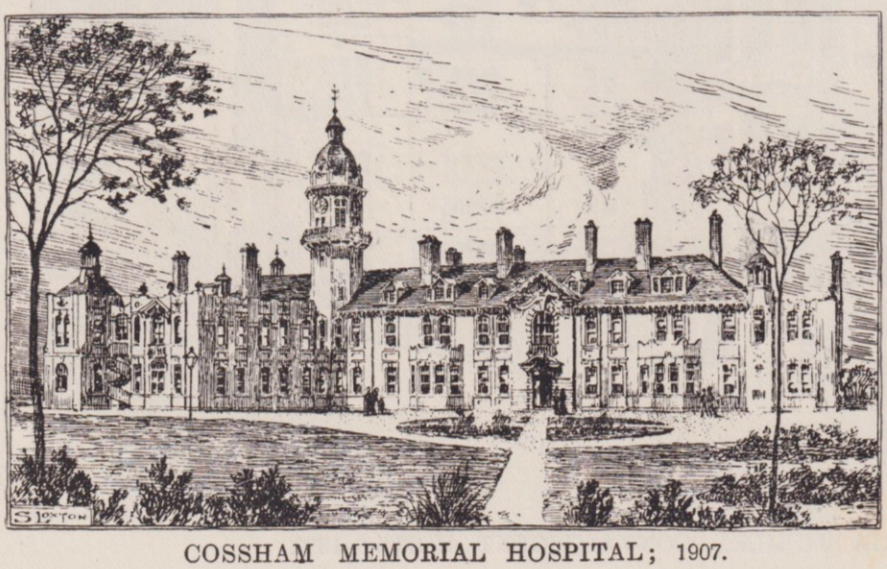
ADVANCE IN MEDICAL AND SURGICAL WORK.

Of the institutions ordinarily described as the medical charities the public hear much more than of the large and important work connected with diseases of the mind, although these are not infrequently combined with, or arising from, physical ailments. Fifty years ago quite a number of medical institutions were doing a beneficent work in Bristol. The Royal Infirmary; the General Hospital; the Dispensary, in Castle Green; Clifton Dispensary, in Dowry Square; the institution for the cure of deafness and disease of the ears, 5, Lower Berkeley Place; the Ear Institution, 11, Parade, Easton Road; the Eye Hospital, in Lower Maudlin Street; the Eye Dispensary, Frogmore Street, were included in the list. Nevertheless, a very considerable development has taken place; the advance of scientific knowledge has enabled curative work to be placed on a higher plane than formerly, and very large expenditure under capital and revenue accounts has taken place in the desire to meet the growing needs of the enlarged city and district. The art of nursing, too, has become a very different thing from that which was represented by Charles Dickens in the work of the familiar "Sairey Gamp." Both the Royal Infirmary and General Hospital have important nursing homes connected with them, and similar provision is made by other agencies. The major operations were formerly attended with risks of the most serious kind, and the antiseptic surgery introduced by Sir Joseph Lister has revolutionised hospital procedure and saved countless lives. Whereas formerly 45 per cent. of major operations resulted fatally, the proportion has since been reduced to less than 10 per cent.



AT BRISTOL GENERAL HOSPITAL; 1908.

(The fountain in the courtyard was given by Mr Joseph Storrs Fry.)

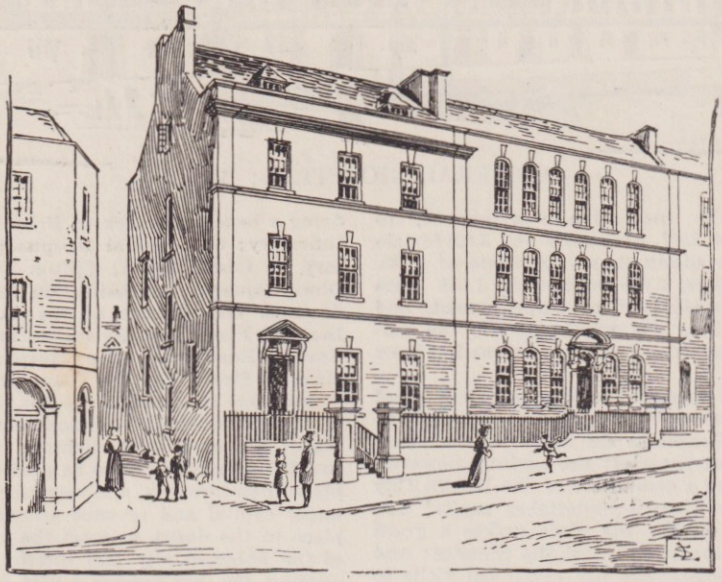


COSSHAM MEMORIAL HOSPITAL; 1907.

In addition, bacteriology, electricity, the influence of light have been brought to the aid of Hospital Work in a way scarcely imagined in 1858.

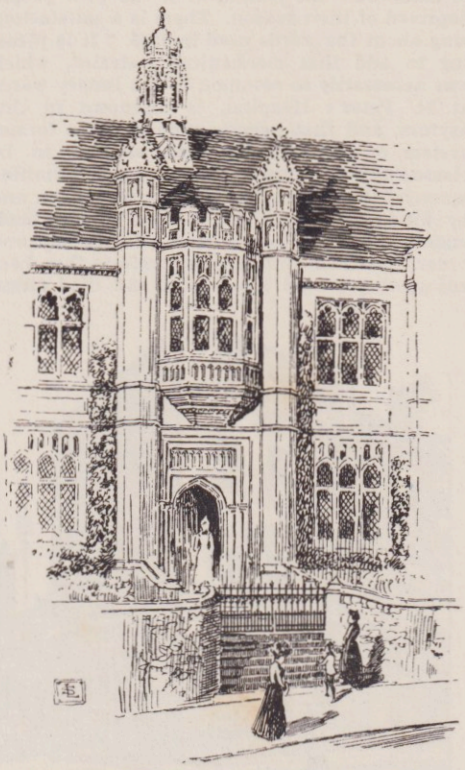
THE ROYAL INFIRMARY AND GENERAL HOSPITAL.

The Royal Infirmary, founded in 1775 and opened two years later, has advanced by a succession of stages since the commencement of the present building in 1781. The east wing dates from 1788; further additions were made in 1793; and the west wing was built in 1805. In the last fifty years detached



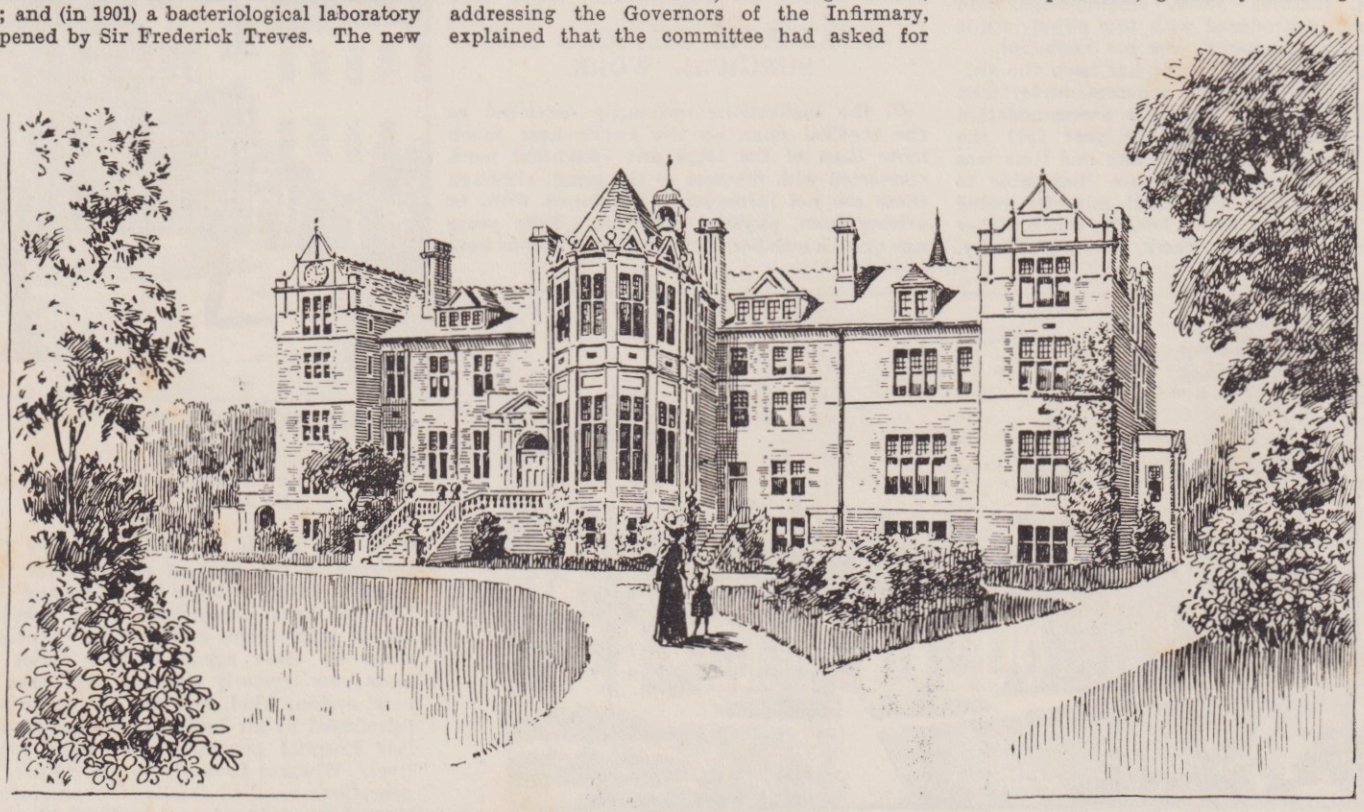
EYE HOSPITAL, LOWER MAUDLIN STREET; 1894.

departments have been provided for infectious cases arising in the institution; several new wards have been erected for opthalmic and obstetric cases, and for young children; a nurses' institute has been established in Lower Bedford Place; and (in 1901) a bacteriological laboratory was opened by Sir Frederick Treves. The new laundry in 1894 was another important scheme, for it has been computed that over 10,000 articles have to be washed every week. No fewer than 53,867 persons availed themselves of the treatment at the Royal Infirmary in 1908, viz., 3,869 in-patients, and 49,998 out-patients. Half a century ago the total was 19,000. Operations then were about 100 a year, whereas they now approximate 2,000 in that period. The expenditure has grown from £8,000 or £9,000 a year to about £16,000, for, while economy may be consistently practised, modern scientific treatment of disease is not to be supplied without considerable expense. The Royal Infirmary is on the eve of another important advance, £50,000 having been, under the presidency of Sir George White, raised for clearing off liability, and carrying out a great improvement scheme. In February, 1909, when architectural details were still under consideration, Sir George White, addressing the Governors of the Infirmary, explained that the committee had asked for plans which should embrace suggestions for future extensions upon the site of properties recently acquired in Upper Maudlin Street and



CHILDREN'S HOSPITAL, ST. MICHAEL'S HILL; 1904.

Alfred Hill, the intention being that, whilst carrying out the committee's scheme, due regard should be had to the possibility of extending the system of separate pavilions at some future date. "We believe," Sir George continued, "that years hence some of us or our successors will be likely to favour the erection of new pavilions, gradually utilising the old



QUEEN VICTORIA JUBILEE CONVALESCENT HOME; 1899.

infirmary for administrative and out-patient work, and setting up possibly four pavilion buildings, each of which would be capable of accommodating 80 persons, but that, of course, is another story, and it will probably be many years hence before we have the pleasure of seeing such a complete scheme. At the same time we considered it desirable that we should look ahead, and in carrying out our proposals we took care to do nothing which should militate against the extension of the idea at a future date." Of the plans supplied in accordance with the Infirmary Committee's invitation, those of Mr Percy Adams were awarded the first premium, and the Chairman explained that the committee were occupied in adjusting with their author the portions of the scheme it was proposed, without delay, to carry out. Another matter which had engaged attention was the starting of the preliminary training school for nurses of the Bristol Royal Infirmary. The Governors secured a large and convenient house, No. 33, Berkeley Square, which has also an entrance in Charlotte Street, and it was formally opened and named "Beaufort House," by her Grace the Duchess of Beaufort, on the 10th of December, 1908.

Upon the southern side of the city a large and important work is being done by the General Hospital. The institution dates from 1832, a commencement being made with accommodation for 30 beds. In 1858 the main part of the present fine block of buildings was erected, and the capacity of the Hospital was thus increased to 150 beds. In 1891 a new wing, opened by H.R.H. the Duke of Edinburgh, brought the total up to 200. A calculation made at that time showed that £65,000 had been spent upon the buildings. The desire of the Governors to take advantage of advance in knowledge with regard to sanitation and the scientific treatment of disease, as well as to provide for the increasing number of those applying for aid, has led to further improvement schemes being carried out at considerable cost. The latest of these was the subject of a special appeal for £18,000 made in 1907 by the President, Mr Joseph Storrs Fry. The provision of an Isolation Home, opened on January 26th, 1907, and the enlargement of the Nurses' Home, were among the objects embraced in this amount. In connection with the Hospital, as with the Royal Infirmary, the training of nurses has received close attention, provision being made for the systematic instruction of the nursing staff. The benefit of the efficiency thus gained is not confined to patients in institution wards, for, in connection with both Hospital and Infirmary, a system has been devised under which, at the shortest notice, a nurse can be sent to a private house where illness has made her attendance necessary. This outside work has proved itself to be of considerable value, and a scale of fees has been drawn up for such services, to prevent this branch of usefulness being a tax upon the institutional funds. Up to the end of 1857, 462 in-patients and 6,311 out-patients represented the total work of the General Hospital. Fifty years have enormously increased these figures. In-patients by the end of 1908 reached an aggregate of 97,693; out-patients 1,146,166, making a grand total of 1,243,859. In 1908 alone there were 2,435 in-patients and 37,844 out-patients, together 40,279, returns which cannot fail to be impressive. In 1857 the annual expenditure was £1,309; when the late Mr W. Proctor Baker succeeded Mr George Thomas as president, in 1872, it had risen to £6,000; the Board over which Mr Joseph Storrs Fry presides has seen it grow to £14,987.

THE DISPENSARY, CASTLE GREEN; 1894.

MEDICAL MISSION, REDCROSS STREET; 1895.

THE CHILDREN'S HOSPITAL.

The Children's Hospital, St. Michael's Hill, had not been erected in 1858, yet its special work was not at that time unrepresented, for previously there was carried on in Lower Castle Street, and afterwards in St. James's Square, by Dr. Mortimer Granville, "The Free Institution for the Treatment of Diseases peculiar to Women and Children." When Mr Mark Whitwill and others, in 1865, appealed for funds for a Children's Hospital, the institution which resulted took over the earlier work. The Children's Hospital, at first located in a house at Royal Fort, won a large measure of public sympathy because of its distinctive character; its responsibility grew, and, in 1885, the fine building on St. Michael's Hill, which had cost more than £20,000, was opened. A department for infectious cases was afterwards provided, and a convalescent home established at Weston-super-Mare. The managers have not been altogether free from financial anxieties, and a special appeal was made in 1908 for £10,000, £4,000 of which was needed to clear off adverse balances. The remainder of the sum subscribed has been used to purchase a cottage for fever patients, and to form the nucleus of a fund for providing better out-patient accommodation. The Children's Hospital does a large work. As many as 751 children were treated in the wards during 1908, while the women numbered 67. In the out-patient department 4,048 children paid 20,174 visits, and 1,807 women paid 12,989 visits.

COSSHAM MEMORIAL HOSPITAL.

Conspicuous from afar, on the height of Kingswood Hill, stands the Cossham Memorial Hospital. Mr Handel Cossham rose from the position of a clerk in Yate Colliery to be one of the largest colliery owners in this district. He became recognised as an authority on local geology; was popular as a speaker at great political gatherings, and eventually was returned to represent Bristol East in Parliament. On April 23rd, 1890, his death occurred suddenly, and later it became known that he had left funds for the foundation of a hospital in the Kingswood district, with which, as an employer, he had been long associated. The prob-

lem which presented itself to his trustees was not a simple one, but they managed so well that many years after, when they were able to give practical shape to the scheme, the public were surprised at the amount available. By accumulating the proceeds from the colliery and then selling the property, £120,000 was realised, and, with the sanction of the Court of Chancery, £30,000 was apportioned for building and furnishing the hospital, the balance being invested to form an endowment considered sufficient for the maintenance of 50 beds. The Cossham Hospital, opened on June 1st, 1907, by the Right Hon. Augustine Birrell, M.P. for Bristol North, commenced its career, therefore, under exceptionally favourable conditions. Designed and equipped with the knowledge of the requirements of modern medicine and surgery, its maintenance has been secured by its endowment. Although spoken of as in Kingswood, and situated on Kingswood Hill, this Hospital is really on the edge of Stapleton parish, and is therefore within the municipality of Bristol.

THE QUEEN VICTORIA JUBILEE CONVALESCENT HOME.

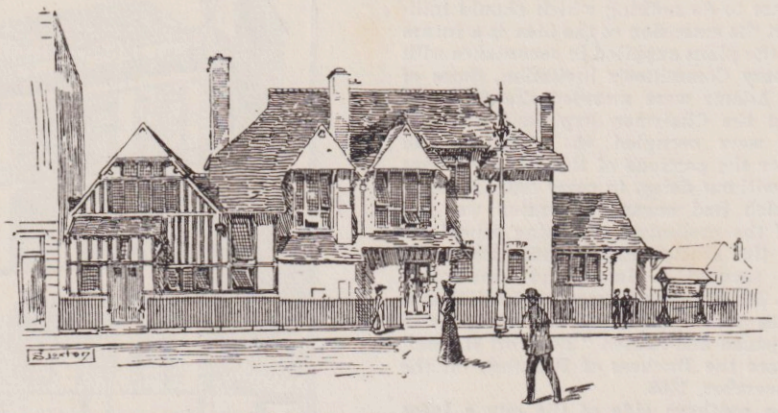
The Queen Victoria Jubilee Convalescent Home, Durdham Down, formed Bristol's memorial of the Diamond Jubilee of Queen Victoria. The question of raising a permanent and fitting memorial of the longest reign in English history was considered in January, 1897, at a meeting convened by the Mayor, Sir R. H. Symes, and it is interesting to note that it was Mr Edward Robinson (the Lord Mayor for 1908-9) who suggested that an institution of this character would be likely to command public support, and prove extremely useful in relieving the pressure upon existing medical institutions. He, moreover, supported his proposal by the offer of liberal assistance. The outcome of further consideration was hearty approval of the project; considerable sums were promised, and the movement received an additional impetus when Mr (afterwards Sir) E. P. Wills offered to give a large house, known as "Waynflete," for the purpose. This building had been erected as a high-class boarding school for boys, stood in its own grounds, about three acres in extent, on the fringe of Durdham Down, and was easily adaptable to the purpose in view. As the scheme matured

HOME FOR CRIPPLED CHILDREN; 1894.

it was decided that an endowment fund should be established, in order that the home might have the means to carry on its work without the frequent appeals to the public rendered inevitable by the financial position of most of the other institutions. The sum to be raised was ultimately fixed at £100,000, and, towards that amount, not only were large contributions made by public-spirited citizens—(Sir E. P. Wills, Mr P. H. Vaughan, and Mr Joseph Storrs Fry were conspicuous for their generosity)—but, by means of a 'Western Daily Press' shilling fund, help from the masses was also facilitated, 63,766 shillings having been subscribed.

The Home was opened by Queen Victoria on November 15th, 1899. As a child, she had resided some time at Clifton with her mother. In 1856 Her Majesty spent a short time at the Temple Meads Railway Station when travelling from Plymouth to Osborne, and the visit in 1899, near the close of a long and beneficent reign, created a deep impression upon the minds of those who participated in the proceedings. The occasion was anticipated with an interest aroused by no previous event within the memory of the citizens, and not fewer than 80,000 persons came to Bristol by rail to witness the day's spectacle. The route by which the Queen was driven to and from the Convalescent Home was lavishly decorated, and its length enabled hundreds of thousands of persons to see Her Majesty without difficulty.

On arrival from Windsor at Temple Meads Railway Station, the Queen was received by the Lord Mayor and Lady Mayoress (Mr and Mrs Herbert Ashman), the Earl of Ducie, the Duke of Beaufort, and others, and immediately entered her carriage with Princess Christian, the Princess Henry of Battenberg, and the Duke of Connaught. An imposing procession then moved off to the Council House, where an address from the Corporation was read by the Recorder, and the document, beautifully illuminated, was presented to Her Majesty in a gilt casket. In reply to the Lord Mayor, the Queen expressed her thanks for the hearty welcome offered, her pleasure on re-visiting the city after seventy years' absence, and commented on Bristol's growth in size and wealth, and upon its provision of charitable, educational, and recreative institutions. The Lord Mayor was next permitted to present to the Queen four ex-Mayors—Sir Robert H. Symes, Alderman (now Sir) William Howell Davies, Alderman W. Proctor Baker, and Mr W. R.



THE READ DISPENSARY, ST. GEORGE'S ROAD; 1907.

Barker; the ex-Sheriff, Mr Charles Wills; the senior magistrate, Mr Herbert Thomas; and the president of the Chamber of Commerce, Mr T. T. Lindrea. The Aldermen and Council were presented as a body. The Lord Mayor then became the central personage of a dramatic incident. The Queen, commanding him to kneel, took a sword from the Duke of Connaught, and touched the Lord Mayor on the shoulder, and bade him rise as Sir Herbert Ashman. This striking scene served as the subject of a picture, painted by Mr Caton Woodville as a record of the event. The procession resumed its course through the city till the Downs were reached. In Belgrave Road stands had been erected for upwards of 26,000 children from the elementary and endowed schools and the Ashley Down Orphanages. Her Majesty's carriage remained stationary for a few minutes while this great body of young people sang the National Anthem.

Within the grounds of the Convalescent Home stands had been erected for 3,000 spectators. The Lord Mayor presented to Her Majesty Mr E. P. Wills (donor of the house and grounds) and the Bishop of Bristol, after which the Bishop read a short form of prayer. This was followed by the singing of Dr. How's Jubilee hymn, "The King of Kings." The Rev. Dr. Glover (honorary secretary) read an address of the President and the Governors of the institution respecting the establishment of the Convalescent Home. The Queen, in replying to the address, said it gave her very great pleasure to be present to open the admirable institution, and then handed to the President a more extended response. Mr Wills presented Her Majesty with a gold and jewelled letter-weight, having a diamond button in the centre, to which an electric wire was attached. Upon the Queen pressing the button, the main door of the building at once opened, a flourish of trumpets signalled the event, and Her Gracious Majesty declared the Home open. The procession was subsequently re-formed, and made its way to Temple Meads Railway Station, where the Queen congratulated the Lord Mayor and Lady Mayoress upon the happy result of the day's engagement. At night there were numerous illuminations in the city, the Suspension Bridge being outlined by upwards of 3,000 lights. Mr E. P. Wills, who, during the evening received an intimation that he would forthwith become a Knight Commander of the Bath, with the assistance of his daughter held a reception in the Victoria Rooms, nearly a thousand guests being invited. (Sir

Photograph by Mr. Frank Holmes.]

HER MAJESTY QUEEN VICTORIA OPENING THE CONVALESCENT HOME, DURDHAM DOWN, NOV. 15, 1899.

Edward was at a later date made baronet.) The visit of the Queen was in every way a success, and upwards of 63,000 school children received medals in commemoration of the auspicious occasion.

The institution thus opened by Her Gracious Majesty Queen Victoria, near the close of her memorable reign, was fitted up to accommodate 80 convalescents, most of the places being allocated to the Royal Infirmary, the General Hospital, and other prominent medical institutions. The stay of each patient in the Home averages about three weeks, and up to the end of 1908, 12,888 persons had been afforded this help towards recovery. A large majority of those who become residents of the Home derive benefit from their stay. They are weighed when admitted and also on leaving, and from time to time the Governors have received jocular intimation that their clients, in the aggregate, have increased so many tons in weight. The average increase in weight is nearly 31bs.

An idea of the scope of the operations is given by the following list detailing the admissions in 1908:—

		Males.	Females.	Total.
The Royal Infirmary	sent	302	242	544
The General Hospital	,,	358	237	595
The Eye Hospital	,,	11	8	19
The Bristol Dispensary	,,	16	46	62
The Clifton Dispensary	,,	4	13	17
Free Patients	were	147	197	344
Paying Patients	,,	69	75	144
Totals		907	818	1,725

No charge is made for patients sent by the five above-named institutions, or for those sent to the Home by medical men in Bristol and the neighbourhood, as free patients. But a certain number are admitted at a charge of 10s a week. These paying patients receive the same treatment as the others.

The benefit to convalescents of a brief residence in a cheerful home such as this is obvious; but this is not the only good result. Mr Joseph Storrs Fry, in a public utterance on the subject, pointed out the advantage of relieving the medical institutions of a large number who are in a state of convalescence, and do not require the active medical and surgical treatment which others need, but rather a period of rest and careful diet, as much fresh air as possible, together with surroundings likely to help them to complete recovery. The system sets beds free in the hospitals for other patients, and is thus equal to adding considerably to their accommodation.

The Convalescent Home is managed by a board of governors, the officers being:—Sir Edward Payson Wills, president; Mr Joseph Storrs Fry and Mr Edward Robinson, vice-presidents; Mr P. H. Vaughan, hon. treasurer; and the Rev. R. Glover, D.D., and Mr J. N. C. Pope, hon. secretaries.

A RAPID SURVEY.

The Eye Hospital, founded in 1810, carries on its work in Lower Maudlin Street. The accommodation was extended by the purchase of adjoining premises in 1886, and the institution is so widely known that patients come to it not merely from Bristol and district, but also from Wales, Wiltshire, Dorset, Devon, Worcestershire, &c. In 1907, 513 in-patients and 7,397 out-patients resorted to it. It has in later years owed much to the interest evinced in it by Mr F. Richardson Cross, the eminent oculist.

The Bristol Eye Dispensary has been transferred from Frogmore Street to Orchard Street, where useful work is done, about 2,000 patients being treated each year.

A valuable feature of the work of the Bristol Dispensary is that patients are seen at their homes as well as at the institution, which was founded as far back as 1775; and a Bedminster branch erected in Mill Lane has helped to extend the utility of the dispensary in Castle Green. Several years ago it was estimated that the aggregate number of patients treated exceeded half a million; the report shows that about 10,000 persons, recommended by subscribers, receive treatment each year.

The Clifton Dispensary, founded in 1812, is still carried on in Dowry Square, and every year several thousand persons are assisted by subscribers' notes to partake of its advantages. The total number of persons treated in 1908 was 2,548. The Ear Dispensary has its headquarters in Berkeley Place, where, since 1851, its work has been continued. The Redland Dispensary is at 3, Grove Buildings, Redland.

The Read Dispensary was founded in 1874, with the object of enabling women to consult doctors of their own sex. The present buildings were, however, much later in their origin, having been erected in 1907, at a cost of about £2,800, on the corner of St. George's and Anchor Roads, where a site had been cleared in the course of street improvements. In 1907, 2,755 patients, from all parts of Bristol and the country round, made an aggregate of 10,728 visits to the institution.

The Bristol Cottage Hospital, 114, Gloucester Road, Bishopston; the Bristol Private Hospital for Women and Children at 34, Berkeley Square; the Foresters' Dispensary, St. James's Square, are included in the 1908 list. Agencies also exist for supplying nurses and for assisting the poor in maternity cases.

Several institutions remaining to be named are of a somewhat different character from those already specified. One is the Hahnemann Hospital, in Brunswick Square, with the associated dispensaries at that centre and also in Queen's Road. These are conducted by homœopathic practitioners, and operations are maintained partly by subscriptions and partly by the payments of patients or their friends. These dispensaries have been at work for several decades, but the hospital for in-patients, in Brunswick Square, is a more recent development. Several thousand patients are treated homœopathically each year by these means. The Medical Mission and Dispensary, in Redcross Street, combines a religious work with the medical treatment, and patients are seen at their homes as well as at the institution. The Voluntary Lock Hospital was formerly known as the Old Park Lock Hospital, but its name was changed on removal to 27, Ashley Road. Since 1876, crippled children have had special provision made for them at the Orthopædic Hospital and Crippled Children's Home, Grove Road, Redland. Hundreds of little ones, physically handicapped, have passed through this institution, some having remained until they were old enough to learn a light trade.

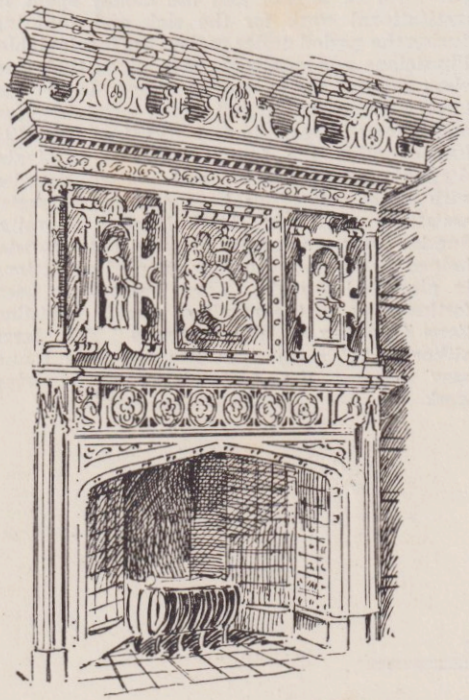
Ambulance work is of no small importance as an auxiliary to the provision made at medical institutions. The St. John Ambulance Brigade is a national organisation of which Bristol has a vigorously-conducted corps of nearly 300 members. Dr. J. S. Griffiths is deputy commissioner, and Dr. C. A. Hayman chief superintendent of the corps, the headquarters of which are in Unity Street, St. Philip's. Training in first-aid is of the utmost utility in the discharge of ambulance duties, and it has become customary for a detachment of the St. John men to be in attendance at important public gatherings where it is possible their services may be needed. The City Marine Ambulance Corps is a local organisation, which, as its name suggests, devotes special attention to docks and shipping. The transport appliances of the corps are often in request, and the value of the training given in connection with the movement has been proved aboard ship when no medical help was available. Captain Trezise is officer commanding the City Marine Ambulance, and the Rev. Norman S. de Jersey is hon. treasurer. The membership is about eighty; the headquarters are in Prince Street.

Taking a broad view, the results of the efforts put forth in Bristol and the money spent in institutional work for the sick and suffering during the period under review, are incalculable. Physicians and surgeons have given their services without fee or reward; governing bodies have laboured to promote good administration and efficiency; private and organised liberality has supplied the funds; bazaars, carnivals, dramatic performances, and church parades with street collections have afforded financial assistance, and the Lord Mayor's Hospital Sunday movement has, for the past decade, helped to promote the regularity of collections in places of worship. Large sums have been forthcoming as the result of weekly contributions in many of the factories. Yet, large although the support, it has not been found easy to meet the demands of ever-growing work.

PROBLEMS OF POVERTY.

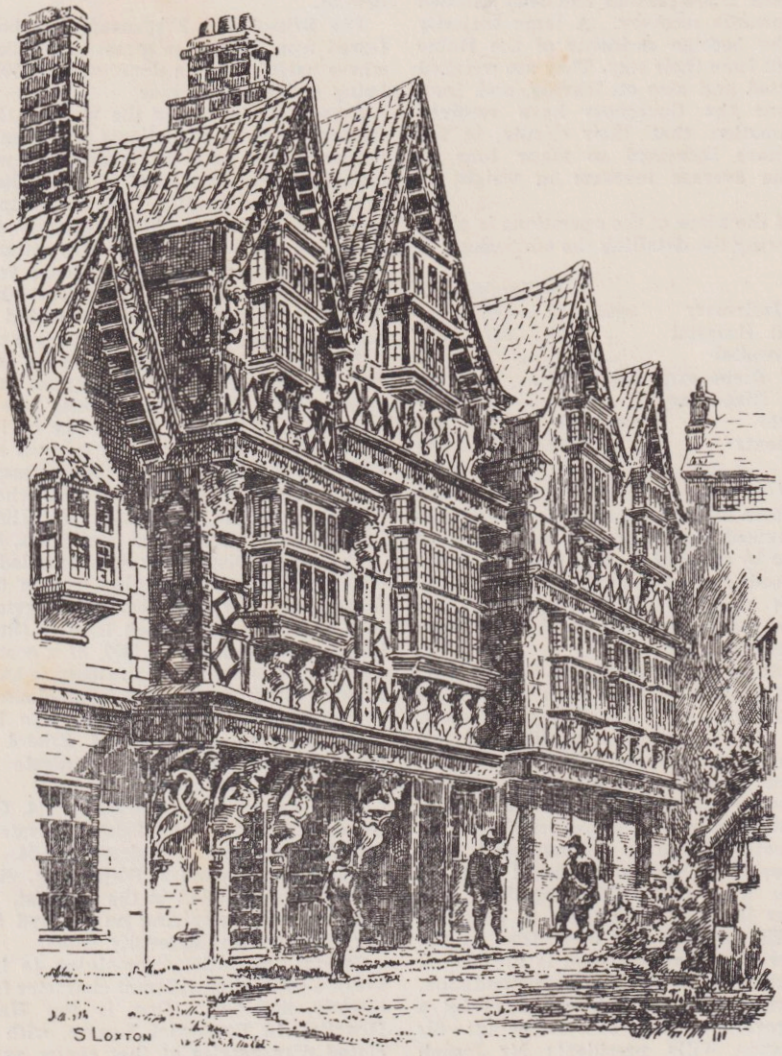
The problem of poverty is as old as the human race, The annals of Bristol contain numerous statements as to the severity of its effects in the past, and those, who, in the future, turn back to the records of the twentieth century, will find that the amelioration of suffering produced by it, and the causes to which it was attributed, occupied a large share of public attention. It has indeed been felt necessary to point out that the prominence of the problem must not be mistaken for evidence that in modern times the evil has become greater. The general discussion of the subject, and the anxiety to find a solution for the evil, are, in no small measure, due to the more humane spirit that has become operative, coupled with an increasing inclination to look to the State and the Municipality to find remedies for ills affecting a section of the community.

At such a period it cannot be forgotten that Bristol's attempt, in the seventeenth century, to deal with the poor upon a carefully organised plan, has given the city a unique position in the history of this movement. Those who read declamatory speeches, contrasting the wealth and poverty that exist side by side in a great city, would do well to remember that in 1695 John Cary, one of Bristol's most enlightened citizens, in an essay destined to become famous, lamented the growth of luxury and the increasing desire for idleness in the community generally. Those who wish to read the interesting story of how Cary and the Bristol men of his day tried to meet that evil should turn to Mr Latimer's Annals. The outcome was the formation of the Incorporation of the Poor; the acquisition of St. Peter's Hospital; the creation of a union common fund for relief and to suppress mendicancy by drastic punishment. The work was complex and difficult. Some of the well-meant attempts transgressed economic laws and were foredoomed to failure, but, modifying its activities as time passed and experience was gained, the ancient Incorporation of the Poor continued its operations for over two hundred years until the Act of 1897 brought it to an end.



AT ST. PETER'S HOSPITAL; 1888.
(Fireplace in the old Board Room.)

purposes, instead of allowing the overseers to be the almoners for their respective parishes; the effort to profitably combine employment and industrial training with charity,



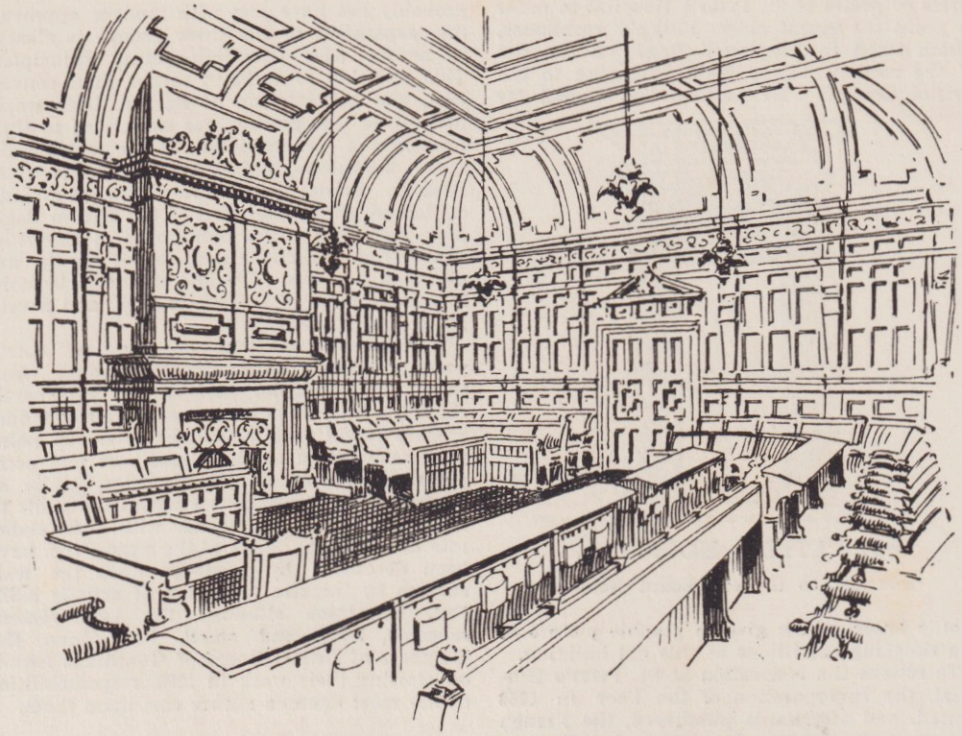
ST. PETER'S HOSPITAL.
(An old-time view.)

DIVIDED ADMINISTRATION AND THE REMEDY.

The jurisdiction of the Incorporation of the Poor was confined to the ancient city parishes, the total extent being only 755 acres. Bristol grew far beyond these limits, but outside the ancient city boundaries the Poor Law control still rested with the parish authorities, and several small workhouses existed. In 1834 and 1835 important changes were made. One effect of the Poor Law Reform Act was to create the Clifton Union (afterwards called Barton Regis Union) and also the Bedminster Union. The former included not only Clifton, but also a fringe of parishes on the Gloucestershire side of the ancient city. Bedminster Union embraced the parish of Bedminster and a large area of Somersetshire reaching as far as Portishead and Clevedon. In these Unions the common fund principle was not at first applied, and the poor rates consequently were oppressively high in some parishes and extremely low in others. The wealthy districts escaped, and the quarters where the poor were concentrated suffered severe financial stress.

In 1835 the jurisdiction of the Bristol Council was enlarged, and the area of municipal Bristol grew from 755 acres to 4,461 acres. Unfortunately, however, Poor Law jurisdiction remained unchanged. There were thus three boards of guardians exercising authority in one city; disputes arose as to the settlements of paupers, and the divided responsibility was not productive of a uniform system. Moreover, Bristol parishes, which were becoming markedly urban in character, were, under this arrangement, grouped with rural districts, and country guardians had to deal with the problems of the town. In 1858 an agitation was started for widening the powers of the Incorporation of the Poor to the whole municipal area, and, although this was

at the time futile, at a later date the subject was frequently brought before the Bristol Board, while the Bedminster rural guardians became increasingly anxious to hand over Bedminster to the city because it drew more from the common fund than it paid in. After a time the question became a burning one. The City Council framed a scheme to enlarge the city, and to form the whole of the new civic area into one Union and one civil parish. The Act of 1897 effected this desirable end, and brought the history of the Incorporation of the Poor to a close in March, 1898.



ST. PETER'S HOSPITAL: THE NEW BOARD ROOM; 1901.

The historic body had, after a protracted struggle for the retention of the earlier independence given by its private Act, submitted to Departmental control in 1857, and therefore, while retaining its old title and constitution, it had become, as far as its powers were concerned, scarcely distinguishable from an ordinary board of guardians. Mr Elisha Robinson, the first governor (chosen in 1857), under the reformed system, claimed that the reorganisation saved the Union not less than £4,000 a year. The Local Government Act of 1894 caused a considerable diminution in the size of the Incorporation of the Poor. Eighteen members who held seats as churchwardens were deprived of their title to sit; while, instead of thirteen members being nominated by the Council, four only were thus co-opted. The year 1898 produced another stage, and the transformation to a board of guardians of the ordinary type was completed. Procedure at elections has been simplified by the wards returning representatives to the board being made the same as those for the Council. The detailed and difficult adjustment of the financial relations between the new Bristol Union and the Barton Regis, Bedminster, and Warmley Unions, from which portions had been taken, was made by a Local Government Board inspector after a public inquiry.

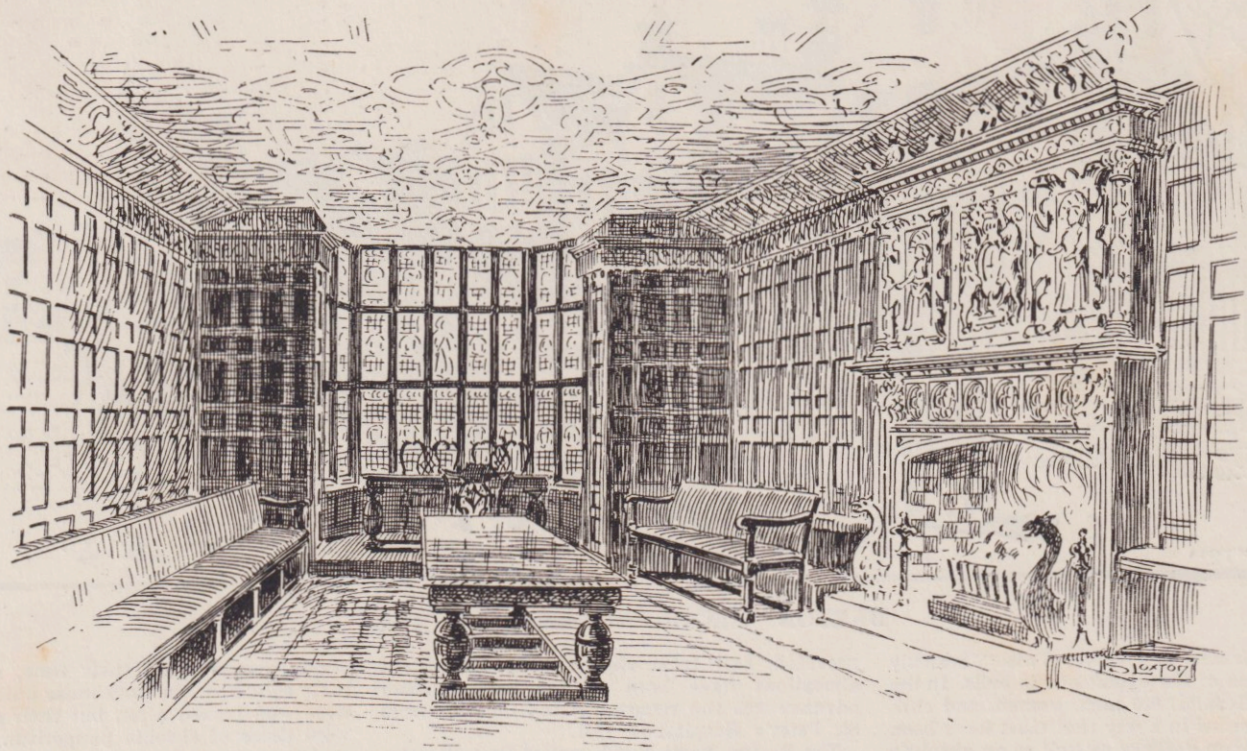
This 1897 Act lessened in a remarkable way the number of authorities exercising jurisdiction over the enlarged municipal area. Alderman George Pearson, the Chairman of the Council committee having charge of the measure, in 1898 drew up the following list, which deserves to be placed on record:—

AUTHORITIES IN EXISTENCE AT THE PASSING OF THE EXTENSION ACT.

County Councils	3
Boards of Guardians	4
Highway Boards	3
School Boards	4
Urban District Councils	5
Rural District Councils	3
Parish Councils	6
Overseers	15
Burial Boards	2
Total authorities	45

The Act reduced the number of authorities to three, the Bristol School Board administering the Education Acts, the Guardians of the Parish of Bristol administering the Poor Law Acts, and the Bristol Town Council performing a multitude of duties connected with the government of the city.

The Education Act of 1902 led to a further stage in the concentrative process. The history of the School Board was brought to a close, and much wider educational responsibility placed upon the City Council. In 1904 another step was taken. The Parliamentary settlement

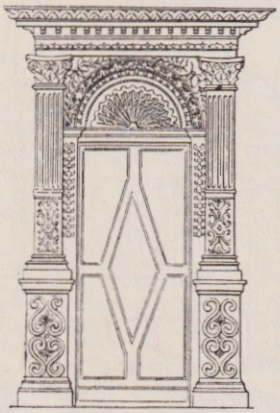


ST. PETER'S HOSPITAL: THE OLD BOARD ROOM; 1908.

of 1897 with regard to the city's boundaries presented serious anomalies. Districts were curiously divided, and the decision to construct the Royal Edward Dock at Avonmouth added to the necessity for a reconsideration of the problem of boundaries. Greater Bristol extended to the east far beyond the city, and, for a time, the question whether the large populations in the Kingswood and Staple Hill districts should come in was under discussion. The Bristol Council did not feel sufficiently anxious for their inclusion to risk a Parliamentary contest, and negotiations failed to bring in the eastern parishes as a matter of agreement. The areas affected by the Act of 1904 were therefore mainly on the western side of Bristol. By the inclusion of Westbury-upon-Trym, Sneyd Park, Stoke Bishop, Shirehampton, and the rest of Avonmouth, Bristol was extended to the shore of the Channel, and it was ensured that the township springing up as the result of Bristol dock enterprise should be under civic jurisdiction. To the north a large outlying part of Horfield was brought in. A further Poor Law adjustment followed these changes.

GLIMPSES OF WORKHOUSE LIFE.

The new Board of Guardians in 1898 found themselves with an army of poor not fewer than 11,000 in number, and the ratio of those chargeable was sufficiently high to suggest the need of strenuous efforts to reduce it. Problems connected with buildings and classification had also to be faced. The board took over the workhouse at Fishponds (Stapleton parish), which had served for the work of the Incorporation of the Poor; the Barton Regis workhouse at Eastville, and (at a later date) the Southmead workhouse, Westbury-on-Trym. An older race of guardians would have probably regarded the accommodation afforded by these structures as palatial. It is difficult to realise the terrible conditions accompanying Poor Law work less than a century ago. The glimpses given by Dickens in "Oliver Twist" scarcely afford an idea of the extent of the evils. In the St. Peter's Hospital 600 men, women, and children were herded in a way that must have been an outrage upon decency as well as an absolute defiance of sanitary rules. Imagination can faintly conjure up the horrors when cholera swept through such a place, carrying off 168 victims in that one building at a single visitation. Possibly the terrible sacrifice of life had a reforming effect, for in 1835 Mr Mott, assistant Poor Law Commissioner, wrote in terms of praise of St. Peter's Hospital in order to point the moral at St. Philip's workhouse, which stood in Pennywell Road, on the site of the modern Vestry Hall, belonging to the Bristol Council. Mr Latimer has quoted Mr Mott's letter, which gives a graphic picture of the shocking conditions at this old building.



ST. PETER'S HOSPITAL.

(Doorway to the old Board Room.)

To relieve the congestion at St. Peter's Hospital, the Incorporation of the Poor in 1833 rented, and afterwards purchased, the French Prison at Stapleton, a large plain building, in which as many as 2,000 prisoners of war had been at one time incarcerated. (An old picture of it is reproduced on page 234.) This structure is still part of the Stapleton workhouse, but large additional accommodation has since been provided, and from time to time important alterations have been carried out. Another advance was the removal of the lunatics from St. Peter's Hospital in 1861.

The Barton Regis workhouse at Eastville also represents an evolutionary process. Before it was built the Pennywell Road workhouse, already mentioned, was used for able-bodied paupers; the Clifton workhouse (afterwards the Clifton Wood Industrial School) for aged and infirm; and St. George's workhouse for children. Although the accommodation would probably not have met with modern approval, this separation of the three groups is closely in accord with twentieth-century principles. This was due to accident rather than conviction, and the erection of Barton Regis workhouse (the first portion was completed in 1847) brought the various classes to one spot. Southmead workhouse, unlike the others, is quite modern. Bristol in 1897-8 took over (as already explained) the greater part of the Barton Regis area, and with it the workhouse at Eastville. Southmead workhouse was erected for the unabsorbed parishes. The 1904 extension brought in a large piece of this outer area, and Southmead workhouse with it.

Workhouse conditions of the last thirty years constitute an enormous advance upon those of the earlier part of the nineteenth century. Guardians have been able to conduct visitors round their establishments, and point with satisfaction to the cleanliness and comparative comfort of the inmates, while at Christmas time workhouses have been made to assume a festive appearance with their elaborate decorations. Some of the wards, too, have been decorated by paintings upon the wall surface by inmates possessed of artistic skill. But, numerous although the improvement schemes, large and small, have been, the members of Bristol Board of Guardians found, on starting their work in 1898, responsibilities of the most onerous nature cast upon them.

HOMES FOR CHILDREN.

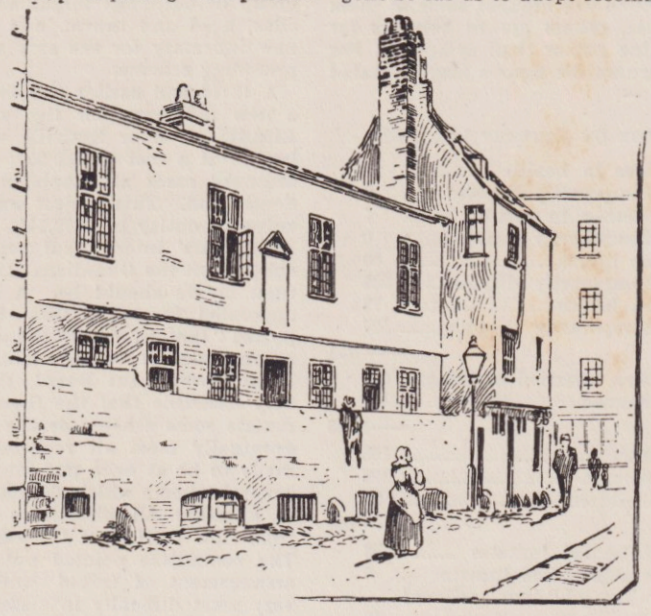
An important reform has since been accomplished. In 1898 the upbringing of over 500 children rested with the guardians and those appointed by them. With few exceptions these young people spent their time, and received their education, in workhouse buildings. They were well looked after, but their surroundings were those of chronic pauperism. It was felt that accustoming young people to a workhouse environment was extremely undesirable, and

BARTON REGIS WORKHOUSE; 1895.

likely to cause rather than discourage an inclination to resort to "the parish." The guardians therefore established three kinds of homes. Firstly, a group of receiving homes; secondly, in many parts of Bristol, what were known as "scattered homes;" and thirdly, at Downend, a number of "cottage homes." This last group, situated off a country road, forms a crescent of fourteen dwellings that might be easily mistaken for semi-detached villas. A hall and a house for convalescents are part of the group. Each home is in charge of a foster-mother—a woman selected by the board as a suitable person to whom to entrust the care of a family of a dozen children.

Juveniles becoming chargeable to the guardians in the indoor class are sent direct to the headquarters, or receiving homes. During their temporary residence they come under medical and general observation. Assuming their chargeability is likely to continue, they are transferred to one of the scattered homes, or to the cottage homes at Downend. If the stay is likely to be a short one, or if the child requires more supervision than usual, the Downend group is, as a rule, selected. The young people are by these means kept entirely apart from the workhouse. They wear no distinctive dress; they receive their education at a neighbouring public elementary school, and attend a place of worship in the vicinity of their home. Thus, as much as possible, they are separated from institution methods, and by being brought into daily contact with outside influences and modes of life, are better fitted to take their part in the world's work. Their start may have been attended with disadvantages, but a system such as that described, coupled with the evolutionist belief that acquired traits are not hereditary, affords ground for hoping that in later life those so treated will have no inclination to rely upon Poor Law assistance.

Upwards of 400 children are cared for in homes in the way indicated; others have been boarded out in private families; through the agency of the Bristol Emigration Society a considerable number have found homes in Canada; and a few, requiring exceptional attention owing to physical or other causes, have been sent to special institutions.

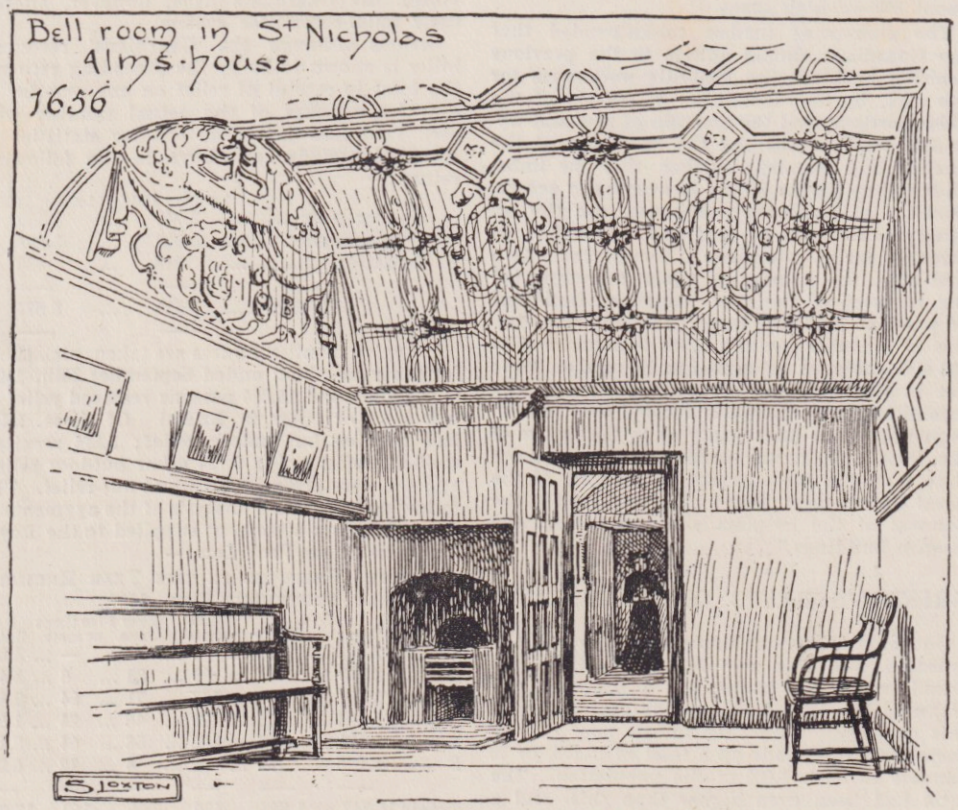


BURTON'S ALMSHOUSES; ABOUT 1890.

(This charity was founded by Simon de Burton, in 1292. The houses sketched are in Long Row, Thomas Street.)

CLASSIFICATION NEEDED.

Although the problem of the children has been satisfactorily dealt with by the Bristol Board of Guardians in the way described, other difficult questions remain unsettled. Interminable discussions have taken place at Board meetings with regard to accommodation for indoor poor. Plans have been secured from architectural experts, committees have reported, the majority of members of the Board have gone so far as to adopt recommendations made to them, but the question has been re-opened and a settlement left in abeyance. This, too, has occurred in spite of Departmental protests against the continued use of buildings deemed unsuitable for their purpose. The onerous nature of the problem, and the large expense involved in solving it, have been the main reasons for this hesitancy, but differences of opinion have arisen as to the best course to be taken. The possibility of the Royal Commission on Poor Law making recommendations that would materially alter the work of Guardians has also been urged as a reason for deferring enterprises involving a huge outlay.



ST. NICHOLAS ALMSHOUSES, KING STREET; 1907.

To understand the position it is necessary to remember the large groups of inmates for whom the Bristol Guardians have to find accommodation. Between 800 and 900 lunatics chargeable to the Board are cared for in the Asylum, of which the Council have control. About 500 children have been accommodated in homes apart from the workhouse. A considerable number of persons find their way to the workhouse because, owing to physical or mental disability, they are unfitted for the battle of life strenuously fought in the outside world. The sick members of the Guardians' huge family are more numerous than the inmates of the Royal Infirmary and General Hospital together. Ward accommodation is needed for at least 800 of these cases. On January 1st, 1909, 1,059 in the workhouses were classed as "not able-bodied adults," and, in addition, among the ordinary cases there were 615 who were grouped as temporarily disabled. A considerable number of inmates are aged and infirm people, who, if they were afforded relief out of the "House," would suffer from lack of attention owing to the absence of friends who could properly look after them. The desire has been expressed that, in a reformed system of administration, sick and infirm should be, like the children, treated apart from the workhouse. The imbeciles and epileptics form another large class, and an extremely sad one. On January 1st, 1909, 540 belonged to this group. For these, special provision is also needed. Lastly, there are those termed in some of the official reports as the "ordinary workhouse cases." These, on January 1st, were 751 in number, of whom, as already explained, the

majority suffered from some kind of temporary disablement. There are among these ordinary cases "all sorts and conditions of men" and women. Misfortune has brought some of them to the workhouse, others are fit subjects for rigorous discipline rather than sympathy. For the sake of clearness the figures may be stated in another way:—

INDOOR POOR ON JANUARY 1ST, 1909.

Able-bodied married couples	Men in health	7	
	Temporarily disabled	0	
	Women in health	7	
	Temporarily disabled	0	
Other males	In health	50	
Ditto	Temporarily disabled	288	
Other females	In health	72	
Ditto	Temporarily disabled	327	
			751
Not able-bodied adults	Men (married and single)	698	
	Women ditto	361	
			1,059
Imbeciles	Men	185	
	Women	326	
	Children	29	
			540
Children of able-bodied inmates		56	
Children of not able-bodied inmates		0	
Orphans or other children relieved without parents		42	
			98
			2,448
Children in headquarters, cottage and scattered homes under the control of Guardians			461
Add casuals			101
Persons relieved in institutions not under management of Guardians, viz.:			
	Men	26	
	Women	33	
	Children	66	
			125
			3,135

SUGGESTED SCHEMES.

The complaint of the Local Government Board, as expressed through their inspector, Mr E. B. Wethered, was that a large portion of the accommodation for the sick at Eastville workhouse is of a temporary character, viz., buildings of wood, and buildings of wood and iron; that a dining-hall is lacking, and the laundry arrangements are inadequate. Further, the Guardians have been officially reminded of the need for providing one infirmary building for all the sick poor, and permanent quarters other than the workhouse for imbeciles and epileptics. The Board have had before them schemes to meet this need, one of which, submitted to a special meeting, in September, 1905, possessed the following features:—

	Cases.	Cost.
Sick.—The Eastville workhouse to be extended and altered for use as a separate infirmary for all sick, other than imbeciles..	1,070—	£21,100
Imbeciles.—A new institution for imbeciles and epileptics, to be erected at Stapleton, on the Guardians' land	724—	£98,046
Ordinary Workhouse Cases.—To be provided for at Stapleton workhouse	1,250	
And Southmead workhouse ...	150	
Totals	3,194—	£179,146

By modifying this scheme the estimated cost was reduced to £140,100. This was effected by rearrangements at Stapleton workhouse, and the erection of additional blocks, so that the group of buildings might accommodate imbeciles, aged and infirm, and able-bodied. The new infirmary for the sick was left as in the preceding scheme.

A third and earlier suggestion was to build a new infirmary for the sick at a cost of £150,413; to alter Eastville workhouse for imbeciles at a cost of £20,000; and to house the ordinary cases at Stapleton workhouse and Southmead. This project was estimated to involve an outlay of £170,143.

Six years' intermittent consideration of the subject left the Guardians still undecided what their action should be. A special committee appointed in April, 1907, has, however, reported "that, in view of the matter of improved accommodation being again pressed by the Local Government Board, they considered it very desirable that the Guardians should formulate some scheme as the one which would eventually meet all requirements, not necessarily to be at once put into execution, but a general scheme which should be borne in mind in effecting all alterations or improvements from time to time at the existing workhouses. The committee pointed out that the present arrangement of mixed workhouses involved very great difficulty in classification; was not economical, and enormously added to the labour of the Guardians in administration and management, and they urged that any alteration of accommodation should be so arranged as to enable each of the three principal classes to be treated in a separate institution, these three classes being:—

(1) The sick, about 800—acute and chronic, of both sexes.

(2) The imbeciles and epileptics, about 600—of both sexes.

(3) The aged and infirm and able-bodied, about 800—of both sexes.

The committee further recommended that the Guardians should adhere to the previous decision to adapt the Eastville workhouse for the sick, by the demolition of certain of the older portions, and the erection of new and up-to-date ward blocks and the extension of the kitchen and laundry; further, that the imbeciles and epileptics should be eventually accommodated at Stapleton workhouse, and the ordinary adult cases of aged and able-bodied be arranged for by extensions at Southmead. As a first step, the committee again recommended the removal of the new temporary buildings of wood at Eastville workhouse, and the erection of a double pavilion block to accommodate 192 sick cases, as submitted in November, 1906; but in lieu of these recommendations of the committee, the Guardians decided that in consequence of the uncertainty as to the future of the Poor Law, it was undesirable to do more than meet the more urgent suggestions of the Local Government Board by arranging for the removal of the helpless sick cases from the wooden buildings."

BRISTOL'S RATIO OF PAUPERISM.

Out-relief is another important branch of the question, and the new Board of Guardians found upon its books on a specified day (January 1st, 1906) 6,486 persons coming under this category. With 2,846 indoor poor on the same date, this made up a total of 10,179, or 30 paupers in each 1,000 of the population. The ratio had been even higher than this, and a downward tendency had been noticeable for several years. A ratio of 30 per 1,000 was sufficiently above the return of various other centres to lead to the inquiry,—Are there any good reasons why a larger proportion of Bristol's population should be paupers than elsewhere? The Finance and General Purposes Committee of the Board, reporting upon this matter, gave the following contrasts on January 1st, 1906:—

PERSONS RELIEVED PER 1,000 OF THE POPULATION.

Nottingham	25.7	Chorlton	26.1
Birmingham	25.3	West Derby	23.8
Sheffield	23.0	Bradford	16.2
Leeds	24.5	Cardiff	29.8
Bolton	21.0	Newcastle-on-Tyne	23.1
Aston	15.4	Portsmouth	25.7
Edmonton	16.3	Bristol	30.0

Commenting upon these and other statistics, the committee arrived at the following conclusion:—"It would seem, therefore, that comparing Bristol with the country generally, it gives three more persons relief in every thousand of the population than the average, and gives to every person receiving out-relief 18s per year more than the average. If the comparison is made with the other Unions quoted in the Local Government Board's table, the excess in Bristol is much more marked—in some Unions there being only 16 persons in every thousand of the population receiving out-relief, as against 30—or nearly double that number—in Bristol, and each of the latter getting also nearly double the allowance given elsewhere."

In the course of inquiries as to the procedure in other large centres, it was found that where the staff of inquiry officers was fairly large, fewer cases were relieved. Circumstances seemed to show that thorough investigation tended to check abuse, and to secure the more adequate relief of deserving cases. The outcome of the consideration given to the matter was that on several occasions the Board were recommended to appoint a superintendent relieving officer to exercise general oversight in the thirteen districts which are each in charge of a separate relieving officer. On all occasions this proposal has been rejected. In the hope of exercising more thorough supervision, the Guardians have, however, altered their relief-committee system.

Serious although the Guardians' responsibility is shown to be by the preceding returns, the total in receipt of relief on any one day is not the measure of the actual number who seek Poor Law aid. The one-day statistics at specified periods are shown in the following return:—

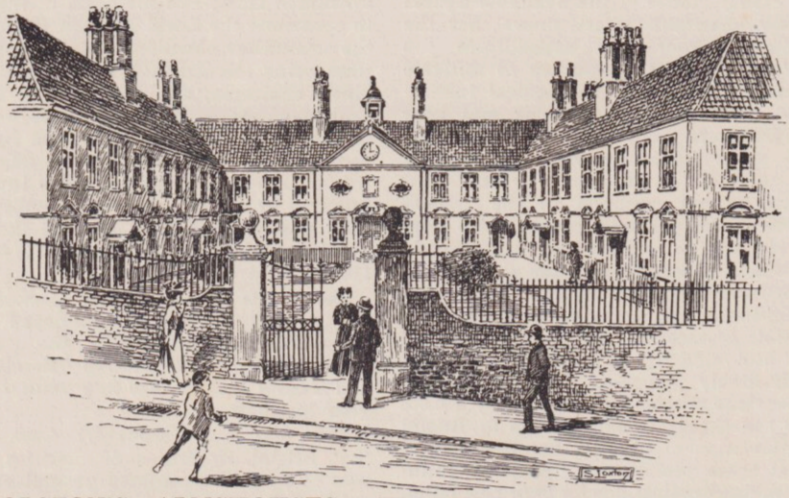
	1st Jan., 1904.		1st Jan., 1909.
Indoor poor	2,746	...	3,135
Outdoor poor	5,980	...	5,649
Lunatics	849	...	838
Totals	9,575	...	9,622

If twelve months' figures are taken, viz., those for the year which ended September 30th, 1907, it is found that 18,854 persons received relief of one kind or other in Bristol. Of these, 5,144 had nothing but indoor relief; 3,524 received medical relief only; 9,734 other outdoor relief, and 452 were given both in and out-relief. The following instructive analysis of the aggregate is derived from a statement supplied to the Royal Commission on Poor Law:—

PERSONS RELIEVED IN THE YEAR ENDING SEPTEMBER 30TH, 1907.

	Once.	Twice.	Three times.	Four times.	Five times or more.	Total.
A	2,993	68	6	—	—	3,067
B	2,799	496	83	28	6	3,412
C	1,756	393	137	71	54	2,414
D	1,143	221	70	46	24	1,509
E	1,425	486	158	56	64	2,189
F	6,226	19	2	4	12	6,263
Totals	16,347	1,686	456	205	160	18,854

The groups indicated by the letters are as follow:—
A—Not exceeding one week.
B—Over one week and not exceeding four weeks.
C—Over four weeks and not exceeding 13 weeks.
D—Over 13 weeks and not exceeding 26 weeks.
E—Over 26 weeks, but less than the year.
F—For the whole year.



COLSTON'S ALMSHOUSES, ST. MICHAEL'S HILL; 1904.

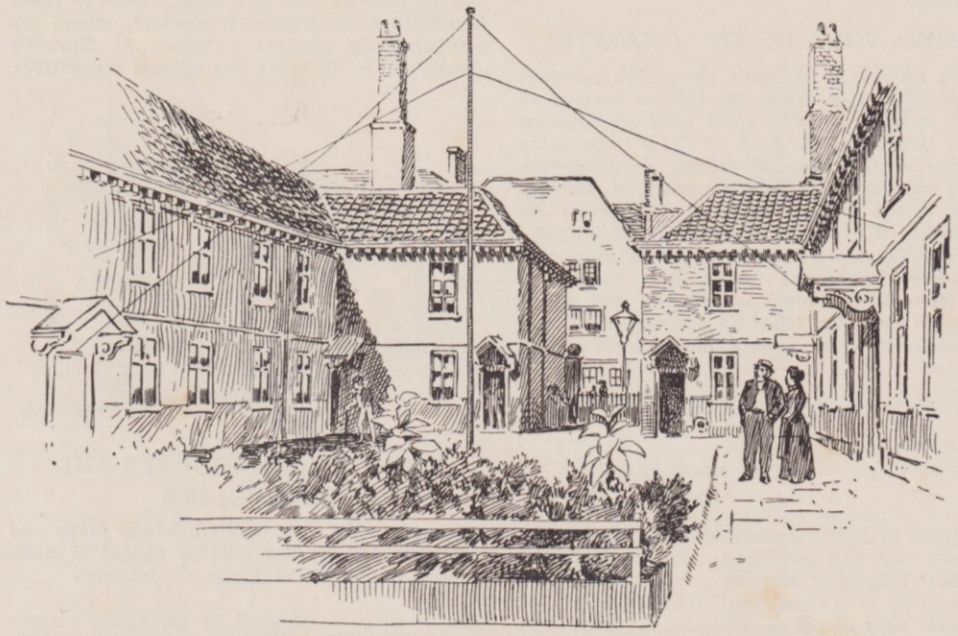
CHAIRMEN AND VICE-CHAIRMEN.

Fifty years ago the ancient Incorporation of the Poor, with its crowd of ex-officio members, and its small area of jurisdiction, had for its governor Mr Elisha Smith Robinson, while its deputy-governor was Mr H. Hunt, junior. At the end of the long line of those who held these responsible positions came Mr William Jones and Mr C. E. D. Boutflower, who were respectively governor and deputy-governor in March, 1898, when the Incorporation of the Poor was succeeded by the Board of Guardians for the enlarged city. Major Rumsey, who had been for nine years chairman of the Barton Regis Board of Guardians, was chosen first chairman of the new body. The list of chairmen and vice-chairmen for that and succeeding years is as follows:—

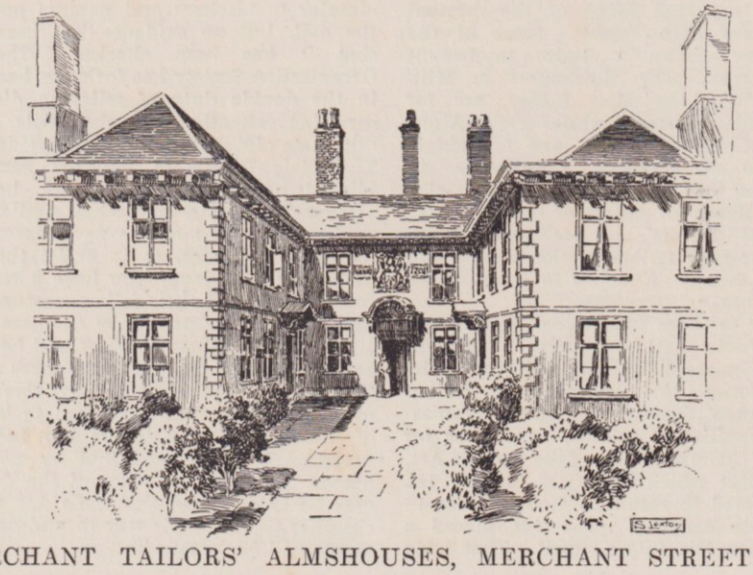
	CHAIRMAN.	VICE-CHAIRMAN.
1898-9	Major Rumsey	Mr C. E. D. Boutflower*
1899-0	Mr C. E. D. Boutflower	Mr Saml. Lloyd
1900-1	Mr S. Lloyd	Mr Edward M. Dyer
1901-2	Mr Edwd. M. Dyer	Mr Frank Sheppard
1902-3	Mr Frank Sheppard	Mr Edwd. B. Wood
1903-4	Mr Edwd. B. Wood	Mr Francis Evans
1904-5	Mr Francis Evans	Mr Thos. J. Hiscox
1905-6	Mr T. J. Hiscox	Mr E. C. Tyack
1906-7	Mr Edwin Chas. Tyack	Mr J. Kennedy
1907-8	Mr Edwin Chas. Tyack	Mr J. Kennedy
1908-9	Mr James Kennedy	Mr R. E. Greenough

* In 1898-9 Mr S. Lloyd was second vice-chairman.

The new Board had the advantage of the services of Mr J. J. Simpson, as clerk; at that time he had been for a quarter of a century engaged in Poor Law work, and his aid proved of great value in the intricate adjustments connected with the formation of one Union for the municipal area. In connection with the Barton Regis Board, Mr C. H. Hunt for a long term of years served as clerk.



MERCHANT SEAMEN'S ALMSHOUSES, KING STREET; ABOUT 1903.



MERCHANT TAILORS' ALMSHOUSES, MERCHANT STREET; 1905.

THE SYSTEM OF THE FUTURE.

In February, 1909, the Bristol Guardians met to hear an explanation of one of the most important reports formulated during the past fifty years. It was that of the Royal Commission on Poor Law, the proposals of which would, if sanctioned by Parliament, commence a new chapter in the story of attempts to deal with the problem of poverty. In one noteworthy particular, Bristol had anticipated the recommendations of the Commissioners. A part of their scheme provided that each county and county borough should be an area of Poor Law administration. This important step had already been taken in Bristol, and the problem had been consequently simplified. A second leading recommendation of the Royal Commission was the abolition of Boards of Guardians, and the formation by the City or County Council of a new Public Assistance Authority, to carry out the onerous duties hitherto performed by the superseded body. The system advocated is based on the lines of the Education Committee, the work being entrusted to an authority formed of members of the Council, to whom are added by the Council a number of men and women whose experience fits them for useful service of the kind needed. A suggestion has been made that other Council committees in Bristol might, with administrative advantage, assist in the work by arrangement with the body upon which the responsibility primarily would rest. If this plan were adopted, the Education Committee would take charge of Poor Law children of school age; the Health Committee would have added to their responsibilities the care of the sick and the aged infirm—a very large class; the Asylums Committee would look after the mentally defective; and the Pensions Committee would include pensioners among their clients. Such a division involves the abolition of the old-fashioned general workhouse, the doom of which had, indeed, been previously sounded. In Bristol the transference of the chronic cases of imbecility and mental breakdown would probably lead to a special institution being provided for such cases, and to that institution would be sent not only the patients from the workhouse, but those of a similar

class from the Asylum. Such an institution would be less costly for maintenance than an Asylum where the work is curative, and room in the existing city Asylum would be set free for future needs. The Commissioners contemplated a number of other reforms, among them being a system of national labour exchanges, arrangements for insurance against unemployment, and for the detention in labour colonies of the class popularly known as "the won't-works." Besides the Public Assistance Authority, they proposed to create a Council of Voluntary Aid. This body would give assistance to persons not absolutely destitute, and would also have to discharge duties in connection with unemployment, the existing Distress Committee, like Boards of Guardians, being brought to an end. To this Council of Voluntary Aid the Public Assistance Authority would be empowered to make grants. A minority of the Commissioners, while also in favour of transferring Poor Law work to County or City Councils, made recommendations differing materially from those of the majority. The division of responsibility among Council committees was favoured by the minority.

THE VOLUME OF CHARITY.

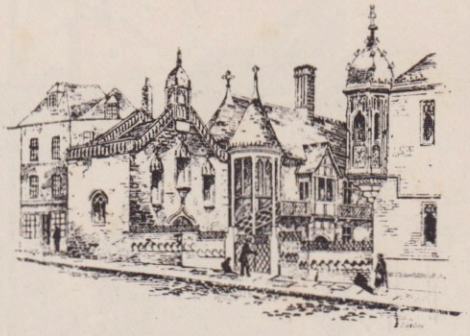
The volume of Bristol's pauperism becomes more impressive when an idea is formed of what is being done to meet need by agencies other than the Poor Law. "There is probably no city in the Kingdom which, in proportion to its population, is more abundant in charities than is the city of Bristol." So wrote Mr Frederick W. Newton, the Clerk to the Bristol Charity Trustees in 1898, and he followed this statement by figures, based upon returns to the House of Commons in 1873 and 1893, which he considered furnished an approximately correct estimate of the yearly income from endowments:—

APPROXIMATE REVENUE FROM ENDOWMENTS.

	£	s.	d.
Education	21,822	17	6
Apprenticing and advancement of children	808	10	10
Church purposes	5,769	9	3
Purposes of Nonconformist bodies...	1,477	11	4
Almshouses and pensions	13,018	2	11
Medical relief and nursing	6,020	19	0
Gifts to the poor in money and kind	3,788	7	2
General uses of the poor	4,998	6	6
Other public uses	422	8	4
Total	£58,126	12	10

A considerable amount of revenue is derivable from landed property, and complaints have been heard from time to time of the reduced income from some of the estates. Against a downward tendency of this kind may be set the fact that Bristol endowments have materially increased since the date of the return. The enlargement of the boundaries of the city must have brought in a small additional sum, and it would not be excessive to add £5,000 a year as the proceeds from the endowments of the Queen Victoria Jubilee Convalescent Home and the Cossham Memorial Hospital. Income from investments is, however, only part of the account. The great volume of charity represented by the subscriptions and donations to philanthropic institutions and to other organisations has to be considered. Many churches and chapels have their poor funds replenished by collections. The public are accustomed to respond to official appeals made during trying seasons due to depressed trade or severe weather, and thus the agencies by which poverty is being relieved are so numerous and varied that it is impossible to accurately measure the annual sum paid over for this purpose. Expenses under the head of Poor Law aggregate about £143,965 per annum, and the most casual glance at the available figures representing charitable effort shows that the total—including Poor Law expenditure, the outlay by the Distress Committee to mitigate unemployment, treatment in medical institutions, and allowances for the sick and poor from endowments, but excluding the expenditure upon education—has considerably exceeded £200,000 in a single year. This expenditure is not confined to the inhabitants of the municipal area, people come from a very wide area to our medical institutions; but, while it is necessary to make a deduction for the figures on this account, an immensely larger addition would have to be made if it were possible to ascertain the sums distributed in money and kind by religious agencies, and by the charitably disposed. The Government old age pensions scheme will add nearly £50,000 a year to the aggregate expenditure in Bristol for the alleviation of poverty, but it has been hoped that these pensions will exert an influence in checking applications for Poor Law relief.

No fewer than 22 groups of almshouses scattered about the city offer homes for 377 inmates, and supply them with allowances varying from 8s to 2s 6d a week. Some of these foundations are extremely ancient, others are comparatively modern. Simon de Burton's charity in St. Thomas has existed since 1292;



FOSTER'S ALMSHOUSES AND CHAPEL; 1889.

(Situated at the Corner of Christmas Steps and Colston Street. The ancient chapel is dedicated to the Three Kings of Cologne.)

that of Stephen Gosnell in St. James's since 1350; the Merchant Tailors' Almshouses in Merchant Street have a history extending back to 1399; Foster's almshouses at the top of Christmas Steps were founded in 1483. The most recent in the list is Lady Haberfield's Almshouses at Hotwells, the date of the foundation of which is 1891. It is scarcely necessary to say that many of the original structures have been rebuilt. Some of the founders have shown a desire to benefit particular classes. The almshouses in Milk Street, established by Miss Ridley, are for bachelors and spinsters, while Fry's Almshouses, on Colston Parade, are for single women. The St. James's Almshouses, in Whitson Street, are for widows; St. Raphael's, Cumberland Road, for sailors or their widows; the Merchant Tailors', in Merchant Street, preferably for poor tailors or the widows and daughters of tailors. Attached to a few of the foundations are out-pensions.

In addition to these institutions, the Bristol Benevolent Society, the Grocers' Benevolent Society, the Commercial Travellers' Society, the Colston Societies, the Crimean and Indian Mutiny Veterans' Society, and other organisations pay annuities to selected candidates for their bounty. The operation of the Pension Act, payments under which began on January 1st, 1909, is expected to result in modifications in some of these agencies. The Act placed a new duty upon the City Council. That body appointed thirty-five members of their number to constitute the Local Pension Committee, and the committee elected the Lord Mayor for the time being (Mr Edward Robinson was then in office) chairman, and Alderman S. Lloyd vice-chairman. Seven sub-committees were formed to deal with districts arrived at by grouping wards of the city, and thirteen officers of the Inland Revenue carried out the investigations required by the Act. Up to December 31st, 1908, 3,948 persons had been allowed the following pensions:—3,424, 5s per week; 171, 4s; 194, 3s; 114, 2s; and 45, 1s.

The efforts of the Distress Committee under the powers of the Unemployed Workmen Act, 1905, and still more the principle of thrift finding scope through Friendly Societies and Trades Unions, are important factors in a great problem.

The fear has frequently been expressed that Bristol, by reason of charities which are part of no well-considered general scheme, has cultivated a spirit of dependence upon such aids. The plea for a co-ordinated system has been strongly urged, and any attempt at reform in this direction can scarcely overlook changes which have occurred in parishes retaining ancient charitable endowments for the benefit of poor parishioners although the poor have, by the evolution of the city, been compelled to find homes elsewhere. To what extent the changes which may follow the recommendations of the Royal Commission upon Poor Law will accomplish the work of charity organisation recognised to be necessary, it is unsafe to predict. The attention given to the intricate problems connected with the poor can, however, scarcely fail to be productive of some good results. If it be granted that the percentage of inhabitants in Bristol more or less dependent on charity is excessive, the fact that such excess tends to manifest itself at other large seaports cannot be overlooked. This is easily explained by the scope for casual labour at docks, and the wide variation between the maximum and minimum number thus employed at various periods. The organisation of dock labour, so as to lessen to some extent the number of casuals who look to it for employment, is receiving consideration. While controversy has been caused by the problem of poverty, no difference of opinion has arisen with regard to the conclusion of the Bristol Distress Committee as to a fruitful cause of unemployment and consequent distress. This is the lamentable tendency of youths to enter situations involving no apprenticeship or training. By their discharge a few years later, to make way for younger employés, the ranks of the unskilled and the unemployed have been continuously recruited. The Education Committee have issued a circular to teachers and parents pointing out the evil, but no evidence has been afforded that it has been checked. The Charity Organisation Society has for years been engaged in the double duty of relieving distress and directing attention to the evils of indiscriminate almsgiving and overlapping charities. The Civic League of Personal Service, established near the close of 1908, has entered vigorously upon a somewhat similar class of work. The object of the new organisation, as its name indicates, is to enlist the personal assistance of citizens who have a real interest in the welfare of their fellow-creatures, so that each visitor may undertake the care and oversight of two or three families and become fully acquainted with their circumstances and needs. Visitors are not expected to give relief in money or kind, but are asked to bring cases of special difficulty before the League committees. It is believed that by work of this nature many on the verge of the down grade may be helped, and that evils due to existing charities finding their way to undeserving recipients will be lessened.

CURIOUS LIVING PLACES.

In his annual report, Dr. D. S. Davies, the Medical Officer of Health, is accustomed to include a tabular statement showing the acreage and density of population of various registration sub-districts in the city. This affords statistical evidence of the extremely unequal distribution of population over the twenty-seven

LATHAM'S COURT; 1907.

(Entered from Lower Castle Street through the archway.)

square miles covered by Bristol. In 1891, several years before boundary extension, the smaller civic area had on the average about fifty persons to each acre (to be precise, 48.93). The larger Bristol of 1907 had an average density of 21.28 per acre. The most thinly peopled registration sub-district was Westbury-on-Trym, which includes Avonmouth, Shirehampton, Westbury-on-Trym, and a portion of Henbury. This sub-district alone has an area larger than the whole of municipal Bristol prior to 1897, but upon its 5,347 acres there were, in 1907, only 10,950 residents—a ratio of 2 per acre. Stapleton (2,573 acres) had 9.9 persons per acre, and although in the district of Bedminster, Knowle, and Somerset ward over 85,000 people had their homes, open fields were still sufficiently spacious to render the average density a comparatively low one—27.4. St. Philip, with 48,310 inhabitants, had less open ground, and its density was 65.6, while St. George, bordering on the country, had 67,533 people, or a density of 36.5.

Figures for a large town, however, give little idea of the conditions in particular districts and there are dotted about the city small courts, alleys, and narrow streets where houses are crowded together in a manner that has excited the indignation of housing reformers.

Towards the end of the nineteenth century, a speaker, addressing a Bristol audience, created surprise by stating that there were about 600 courts and alleys in Bristol. Probably many who heard him were inclined to argue that the figure was an exaggeration. It might have been, but those who have paid any attention to the parts of the city which do not meet the eyes of ordinary folk as they pass through the streets, know that the number is much larger than is generally supposed. No very clear definition can be formulated as to what should be included in the term, "courts and alleys." A search through the pages of streets in the Bristol Directory would help very little, because scores of the curious places in which Bristolians live have names giving no hint of their character, and it is only those whose vocations or interests have brought them very closely into contact with the life of the poor, who are aware of the extent to which the older parts of Bristol are honeycombed with residential quarters which modern by-laws would not now allow to be brought into existence.

A pedestrian passes along a street of greater or less importance and scarcely notices a narrow opening like a doorway minus the door. It has buildings on each side of it, and rooms above it; it might easily be mistaken for a private entrance to the back of one of the houses. But if he pauses for a moment he may detect with surprise a public lamp in the region he can see through this covered passage, and, entering, he finds a minute square surrounded by small houses, or rows of little dwellings facing a narrow court. From one court may, in certain cases, be found passages leading to others, and thus the tiny tunnel, less than a yard wide, is the only mode of communication with the outside world possessed by a small colony of inhabitants. Occa-

BARRS COTTAGES, BARRS STREET, 1908.

sionally apprehension has been caused by risk of a fire closing the means of egress, and, more often, attention has been called to the undesira-

GEORGE ALLEY; 1908.
(Off Redcliff Hill.)

bility of allowing such congested areas to continue, and to the influence, upon health and morals, of conditions incidental to defective accommodation and overcrowding. The Bristol Housing Committee have for many years helped to keep the question before the public, and in 1907, a Bristol Housing Reform Committee was formed as the result of action taken by the Bristol Trades Council. The Medical Officer of Health had reported early in the year: "I do not agree with the statement that overcrowding in the statutory sense is common, nor that preventible disease is rife in houses alleged to be overcrowded." The remarkably low death rate in Bristol and also the low infantile mortality rate are facts which cannot be ignored, but to this argument critics have replied by urging that still higher standards might be attained by bold action in regard to these defective centres. No serious difference of opinion exists as to the undesirability of such housing conditions as those complained of, but with regard to a section of those affected, it has been contended that the real remedy must

JONES'S LANE, REDCLIFF; 1908.

SIMS'S ALLEY, ST. JAMES; 1906.
(Looking towards Broadmead.)

be one influencing character and mode of life as well as habitations. A very short acquaintance with courts in Bristol suffices to show that residents vary greatly. In some of these tiny squares, reached through a small passage, are found tidily kept houses, with curtains and flowers at the windows, indicating that the residents are doing their best.

The accompanying sketches represent a few out of the many curious living-places of Bristol. Too often, however, conditions which afford material for a picturesque drawing are the very reverse of attractive when invested with the squalor of slum life.

Several examples may be found in St. James's. Reynard's Place is a type of a large class. Walking from the Horsefair towards Milk Street, it is on the left-hand side close to the Upper Arcade. It has no particular claim to attention, but is a fair example of the way in which, behind the houses and shops of main arteries, builders of other days found "eligible building sites" for what are now somewhat contemptuously described as "rookeries." Directly opposite Reynard's Place is Wesley Place. It is entered through a narrow covered passage 8ft. in height. This leads to a little yard surrounded by irregular buildings. A gap on one side of the yard gives access to another tiny paved area with four cottages fronting it.

Close by is a better known locality generally spoken of as Sims's Alley. The official inscription upon it is "Sims Alley." It is a thoroughfare between the Horsefair and Broadmead, yet the long covered passage, constituting the entrance to it from Broadmead, is so narrow that if a man places his hands on his hips his elbows touch the two walls. Near the Horsefair the Alley, to some extent, broadens out,

WARRY'S COURT; 1907.
(Off Redcliff Street.)

but at this point are ramifications. The Alley has a court branching off on each side of it.

Latham's Court, a 'cul de sac' entered from Lower Castle Street, is another example of misguided ingenuity of bygone builders in utilising every square foot of ground. In this case also dwelling rooms project over the tunnel-like passages connecting the small yards to which the houses of the court dwellers have their frontage.

Pinnel Street adjoins Lamb Street, St. Jude's, and the sketch shows the square-headed opening connecting the two. The district is one of the poorest in Bristol, but structurally Pinnel Street is a wide road compared with many other quarters.

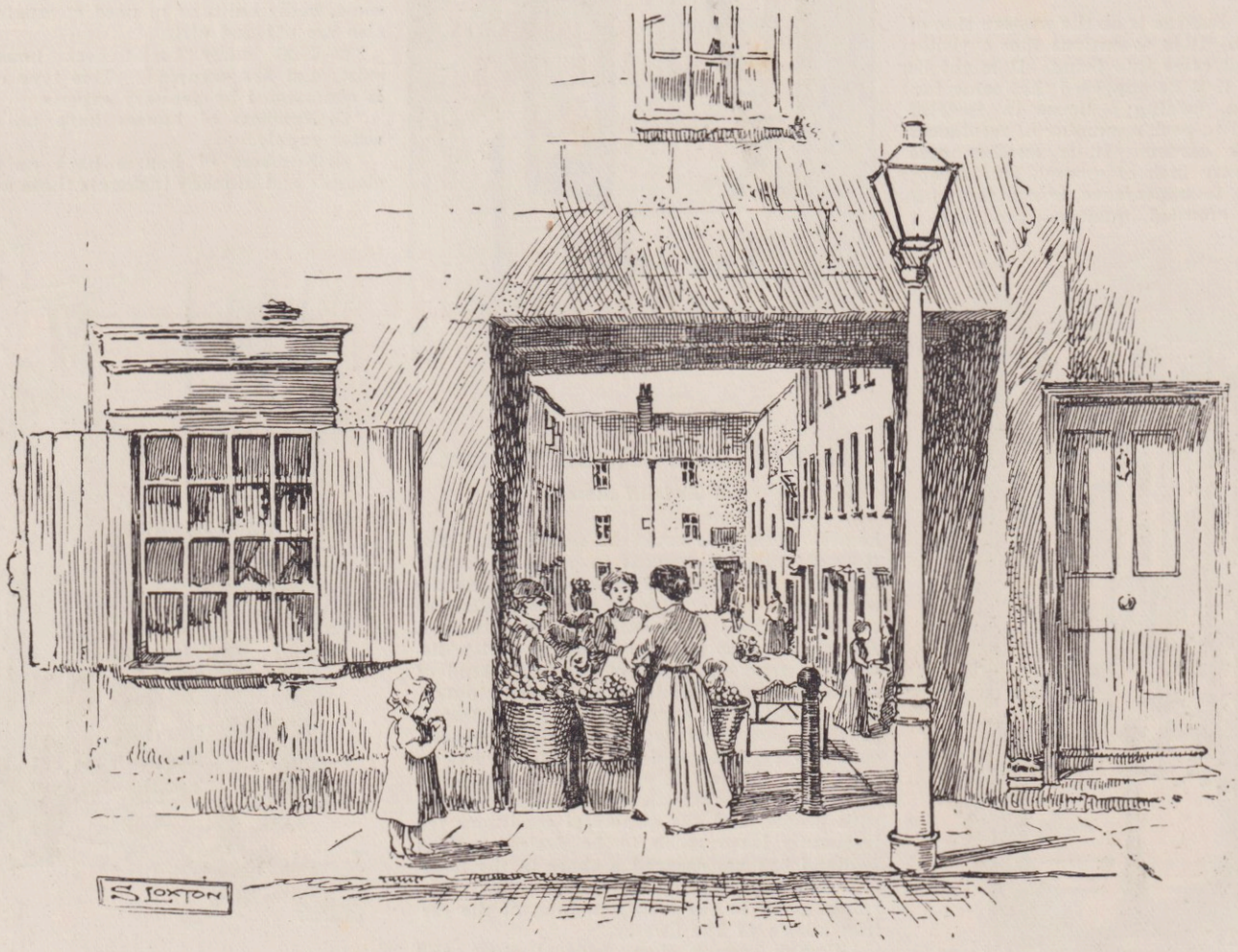
In marked contrast to the width and open

SIMS'S COURT; 1906.
(A branch from Sims's Alley.)

character of Bedminster Parade is the region which lies between it and Stillhouse Lane. Bedminster Parade and Stillhouse Lane run parallel to each other. Some of the business premises fronting the former street go through to the latter, but there is also in the belt a slum area, parts of which have already met with civic condemnation. The two sketches of courts off Stillhouse Lane were made in 1895. At that time there extended from the lane in the direction of Bedminster Parade a number of alleys, facing which stood rows of houses built back to back. In one place fifteen paces, representing much less than 50 feet, took a pedestrian past the ends of three ranks of houses, and a dividing passage so narrow that doubt was felt whether a very stout person could get through it. The authorities decided that the locality demanded attention, and the result is that some of the houses have been condemned, and, at the close of 1908, were unoccupied and in a ruinous condition. A difficulty has been experienced owing to the limitations of civic powers in dealing with undesirable dwellings. A closing order does not necessarily involve the demolition of the buildings, and cases have occurred in which deserted structures, remaining in a half-wrecked condition, have become a serious public nuisance.

How many of the thousands who hurry through Redcliff Street have any idea of what is implied by Warry's Court or Golden Lion Passage? Walking through the street towards Bedminster, Warry's Court is on the left-hand side. It is entered by a passage above which the Redcliff Street frontage extends. The passage is narrow, but leads to a rather wide one open to the sky. In this space have been built,

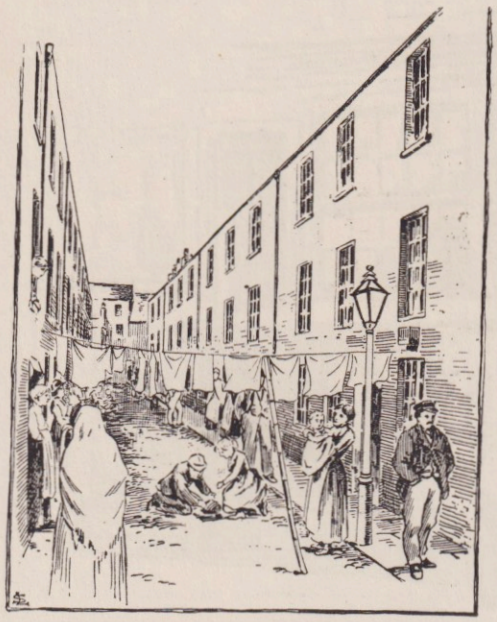
SHOP IN KING STREET; 1906.



PINNEL STREET, ST. JUDE'S; 1907.

(The sketch is from Lamb Street, and Pinnel Street is seen through the opening.)

in a line, four pairs of small dwellings with tiny yards between the pairs. The opposite side of the court is bounded by a wall, on the



ST. JOHN'S BUILDINGS; 1895.

(A court off Stillhouse Lane, afterwards condemned.)

other side of which is a timber yard, so that for air-space the inhabitants are better off than some others.

Golden Lion Passage is on the western side of Redcliff Street. It is so curious that a visitor wonders how it came into being. It might be accounted for if it be supposed that some former Bristolian, owning a house in Redcliff Street, decided to pack a number of residences into his back garden. It is another case of utilising every inch of ground, but, except for this aspect, its appearance, in contrast with many other crowded quarters, produces a rather favourable impression. The place, at the time of the visit, looked clean and tidy, and residents were evidently making the best of their cramped quarters. The entrance from Redcliff Street to Golden Lion Passage is through a covered way, once evidently closed by a door opened with a latch-key. The door is still there, but it is held back. After about 16 feet of passage, daylight is seen above; on the right hand is a high wall, on the left a house of several storeys. Further on there are several tiny dwellings, built back to back, and their fronts opening on to small yards. Space is too valuable to allow the open passage to be continued to give access to all these yards, and admission and egress are secured through miniature archways constructed at the expense of a small slice off the ground floor room. One merit about the Golden Lion Passage is that it is not a 'cul de sac.' At the further end is a warehouse with a way out to Redcliff Back.

Other sketches are self-explanatory of the quarters in which some Bristolians have their

HANOVER STREET; 1907.

(From St. Augustine's Parade.)

GOLDEN LION PASSAGE; 1907.

(Off Redcliff Street.)

homes. Examples could be multiplied. The Hotwells district abounds in ranks of houses hidden away behind the structures fronting the main street, and on the hillside near Mardyke are ramifications that would surprise a stranger. An explorer may go from parish to parish discovering fresh examples of the same kind of congestion, and in addition to the little out-of-the-way localities such as those illustrated, problems are presented by the large houses, once the residences of the well-to-do, but in their later history let off in tenements. They front fairly wide streets, but are often crowded with people, and the structural conditions too frequently leave much to be desired. Even Redland has not escaped a share in the housing problem, and much thought has been vainly given to the transformation of the district known as The Quarry.

Although action has been limited and cautious, the Council have had no lack of advisers. The Housing Reform Committee (the outcome of the Labour movement previously mentioned) in October, 1907, set forth their conclusions in the following terms:—

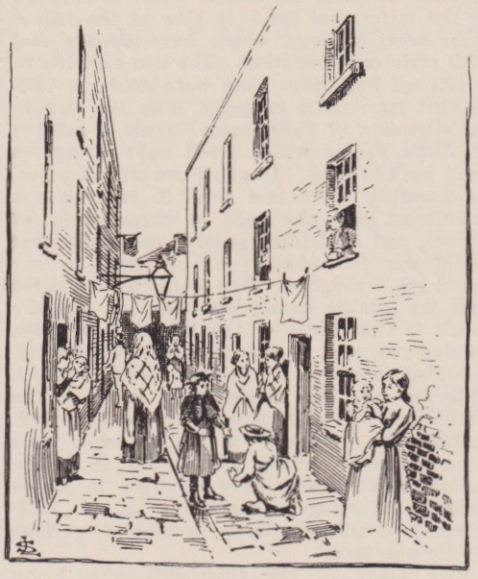
"Investigations by members of this committee, although admittedly not exhaustive, have resulted in the acquisition of sufficient data to justify the following conclusions:—

"(1) That many occupied houses are unwholesome, badly built, or in need of repair. Many also are old and dirty.

"(2) That many back-to-back houses still exist, and are occupied. This type of house is condemned by sanitary experts.

"(3) Numbers of houses have no separate water supply.

"(4) Numbers of houses have no separate closets; and in many instances those which are



THE ARCADE; 1895.

(A court off Stillhouse Lane, afterwards condemned.)

NEAR THE HORSEFAIR; 1906.

(Connection with the main road is through the small covered way.)

provided have no means of flushing, and are often so placed as to offend all sense of decency.

"(5) In many cases the rooms are dark owing to the narrowness of the streets, they lack proper ventilation from the same cause, and from the fact that the windows are not properly constructed.

"(6) Houses have too many inhabitants for the size and number of the rooms.

"(7) The rents for badly conditioned houses are disproportionate to their value, and to the incomes of their occupants.

"(8) That although house-building has been carried on until the supply is greater than the demand, yet the houses erected are not suited to the means of the poorer classes.

"(9) That where workmen's dwellings have been pulled down to make room for improvements, extensions of business premises, &c., no adequate provision has been made for re-housing those displaced, with the consequence of causing overcrowding in the immediate neighbourhood. In view of these facts the committee are of opinion—

"(a) That a comprehensive housing policy for the whole of Bristol is needed. Under the present system, while houses in the poorer districts are being condemned and closed, whole areas in the suburbs are arising which, from lack of a definite policy, will soon become little better than slums. Such a policy we consider should provide for the re-housing of those displaced by demolition of insanitary buildings, or the needs of business expansion; and should also include provision for the further growth of the city: planning roads, streets, and open spaces in advance of immediate requirements.

"(b) That the work of the sanitary department needs extension, so that by more thorough inspection it may be able to prevent bad conditions, rather than attempt their cure when they have arisen.

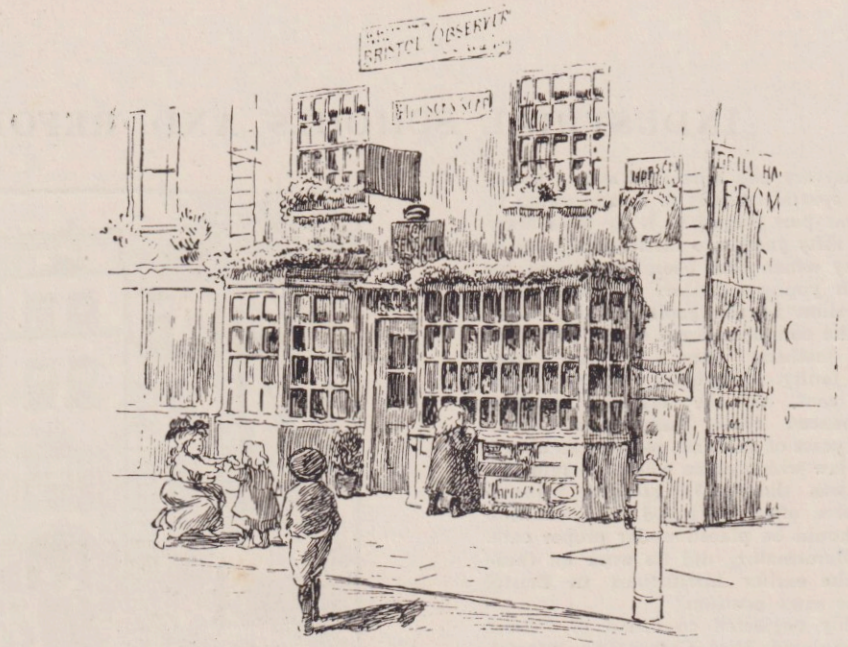
"(c) That the City Council should make more use of the powers they already possess under the Housing of the Working Classes Acts. It cannot be expected that Parliament will grant further powers to local authorities while those they now possess are not utilised.

"(d) That as the land question lies at the root of the housing question, Town Councils should acquire land wherever possible, such land once obtained should remain the property of the city; sites for building purposes should be let, not sold, so that the town should obtain the benefit of the unearned increment of value.

"(e) That Town Councils should have power to levy a rate on all unoccupied land within their areas, and that the declared value of the land for rating purposes be the purchase price if the town requires to buy the land. The exercise of these powers would tend to prevent unoccupied land remaining unutilised until it has reached a high price, in consequence of the unearned increment of value, and prevent owners of unwholesome dwellings from allowing them to remain empty, and force them to either repair, replace, or sell the dwellings.

"(f) That Town Councils should seek power to enable them to appoint Commissions, including not only members of the Councils, but other interested citizens, to consider the needs of the locality, and to make recommendations to the Councils. Such action has already been taken in Glasgow and Dublin, with reference to the housing question."

It is scarcely necessary to add that the problem is one of extreme difficulty. Objection has been raised that demolition of slums by the city purchasing them puts a premium upon such property and involves prohibitory cost; moreover, the areas cleared, as a rule, would be too small to permit of their being used as sites for small dwellings. Very often from the nature of the buildings and surroundings, no permanent remedy can be applied; yet the use of such dwellings has been perpetuated by repairs which have improved the appearance sufficiently for the houses to escape the magisterial order of closure. Matters have before long become as bad as ever, and the process has had to be repeated. In spite of such hindrances a clearance is very slowly being effected. Street improvements and private schemes requiring ground have caused a demolition of old property in many parts of the city. Apart from the effect of such enterprises, 339 houses were closed and 182 made habitable as the result of civic action between 1890 and 1907.



SHOP IN COLLEGE STREET; 1908.

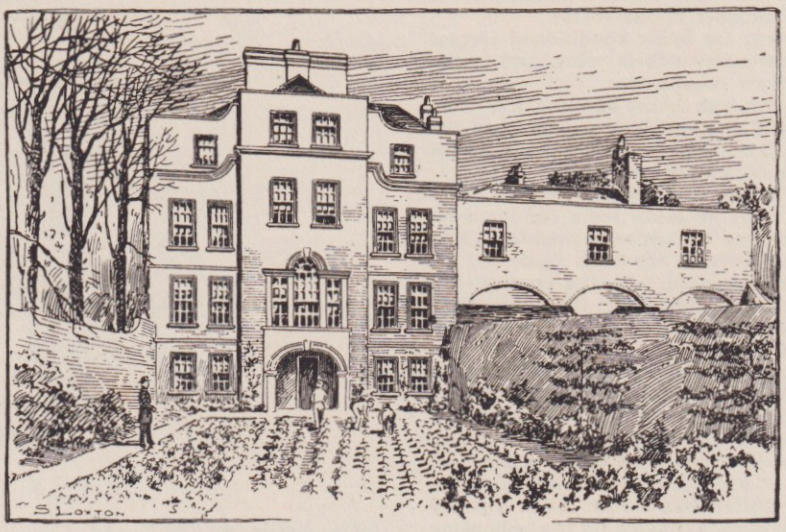
ENTRANCE TO A COURT NEAR PIPE LANE; 1907.

(Princess Amelia Court is entered by descending the steps between the two doorways.)

INDUSTRIAL SCHOOLS AND REFORMATORIES.

The reformatory and industrial school movement has a special interest to Bristol owing to the important part played in it by Miss Mary Carpenter. Fifty years ago institutions were in their infancy which had been established for dealing with young offenders otherwise than by incarceration in the gaols. It had been realised at the commencement of the Victorian era that methods then in use were extremely faulty. Statistics showed that sixty per cent. of the criminal population commenced their malpractices when only fifteen years of age, and, pending an alteration of the law which came when the reformatory idea was thoroughly grasped, juvenile offenders were often pardoned on condition that they should be placed under proper care. Parkhurst Reformatory did its work on these lines and the earlier institutions in Bristol occupied the same position.

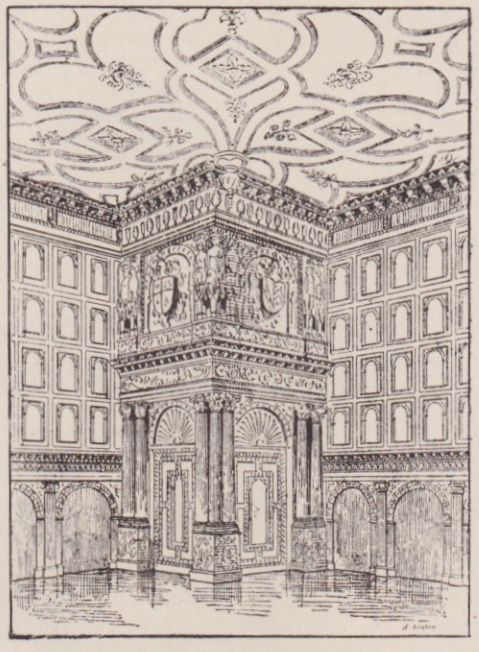
The terribly neglected condition of "street Arabs" stimulated Miss Carpenter's interest, and led to a series of efforts to meet an acknowledged evil. One graphic description of the formation of a class of these juveniles in 1846 suggests the early days of the Sunday school movement, long before instituted at Gloucester by Robert Raikes. Of one afternoon the master of the Bristol class wrote:—"Only thirteen or fourteen boys were present; some swearing, some fighting, some crying. One boy struck another's head through the window. I tried to offer up a short prayer, but found it was impossible. The boys, instead of kneeling, began to tumble over one another and to sing 'Jim Crow.'" Mr Latimer added, from information derived from one of the promoters of the school, that "none of the lads had shoes or stockings; some had no shirt and no home; sleeping in casks on the quay, or on steps, and living by petty depredations." In the development of this work, encouraging success was the reward of kindly and patient exertions, but the establishment of a night school at first brought together a band of hooligans of both sexes, whose behaviour almost caused Miss Carpenter to despair.



PARK ROW INDUSTRIAL SCHOOL; 1895.

Conditions such as these pointed to the need of organised machinery for checking in early years an inclination to crime, and also for controlling those who were not under proper care, and who, consequently, were likely to drift into evil practices.

At Kingswood, John Wesley's old school, sketches of which appear on pages 145 and 146, had become vacant, and there, is 1852, a reformatory for boys and girls was opened, mainly through the instrumentality of Miss Carpenter. Up to that period Parliament had not placed such institutions upon an official footing, but, in 1854, an Act was passed enabling courts to order the detention of offenders under sixteen years of age in a reformatory for a term of years, and authorising Treasury contributions towards this work. In this important enactment the influence of Miss Carpenter can be traced; indeed, her grasp of the problem was such that her suggestions found further scope in legislation of later date dealing with industrial schools. Considerable additions have been made to the old school buildings at Kingswood to meet the requirements of the work carried on there.



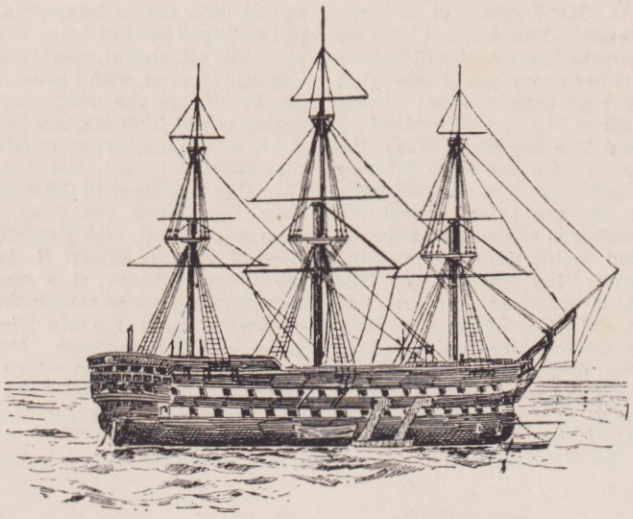
ROOM AT RED LODGE; 1889.

RED LODGE REFORMATORY, PARK ROW; 1889.

(The Red Lodge is on the right hand corner of Lodge Street, the house where Miss Mary Carpenter resided on the left.)

The first reformatory for girls established under the 1854 Act was at Red Lodge, in Park Row. This fine mansion was built in the garden of the Carmelite Priory by Sir John Young, and was at one time the residence of the eminent ethnologist, Mr James Cowles Prichard Lady Noel Byron, the widow of the poet, had formed a friendship with Miss Carpenter, and acquired this property in 1854 "for the purpose of rescuing young girls from sin and misery and bringing them back to the paths of holiness." These words are from a tablet in the

building to Lady Byron's memory. At her request, Miss Carpenter took charge of the work, and the school was certified as a reformatory in December, 1854. The girls were removed from Kingswood to this new centre, in which, since that date, the work has been carried on. The Red Lodge is on the one side at the top of Lodge Street, and Miss Carpenter resided on the opposite corner. She was assisted in her philanthropic efforts in this city by another lady who afterwards became widely known—Miss Frances Power Cobbe.



THE TRAINING-SHIP FORMIDABLE.

(She was in use as an industrial school from 1869 to 1906.)

Arno's Court, at Brislington, was acquired by a Roman Catholic Sisterhood in 1850, and a penitentiary established. Out of this, in 1858, came the reformatory since carried on for girls belonging to that communion.

The year 1858 also saw the establishment of Park Row industrial school. The Industrial Schools Act was passed in 1857, and the institution in Park Row has generally been regarded as the first certified institution of the kind to be founded in England. Miss Carpenter was concerned with this movement also. Not long afterwards Clifton joined in this advance. On the side of the hill above Mardyke stood the Clifton workhouse. Being no longer required for this purpose when the Eastville workhouse was built, it was secured from the overseers, and there, in 1859, the Clifton Wood Industrial School was established. The old Poor Law structure has been since considerably enlarged.

Stanhope House, Somerset Street, Kingsdown, a certified industrial school for destitute and vagrant girls, dates from 1866. The establishment of Carlton House Girls' Industrial School, in Southwell Street, Kingsdown, and the Day Industrial School, Temple Back, is more recent. These two institutions are under the control of the Education Committee, who also pay towards the cost of Bristol children sent by the magistrates to other industrial schools. Nearly four hundred Bristol children were under instruction in 1908 in various schools conducted under the provisions of the Industrial School Acts. This number includes those in daily attendance at the institution at Temple Back.

In industrial schools, and also in the reformatories, the course includes manual training as well as ordinary elementary education. In various institutions this training differs. Bootmaking, tailoring, carpentry, are among the branches chosen. The Clifton Wood school has made instrumental music a speciality, and has achieved such success that a considerable number of the lads, upon leaving, pass into military bands. The managers of all the industrial schools jealously guard their scholars from a damaging belief due to popular misconception. They are not young criminals. Some of them owe their detention merely to the fact that misfortune, or the misconduct of others, has deprived them of proper guardianship. They are boys and girls who have, from a variety of causes, started life with a heavy handicap, and, in numerous instances, got into doubtful company. In only a small proportion of cases is dishonesty the allegation upon which the order is made. These special schools are conducted on the familiar theory that "prevention is better than cure," and reports show that unpromising as the beginning may have been, the results in later life are in a large percentage of cases excellent.

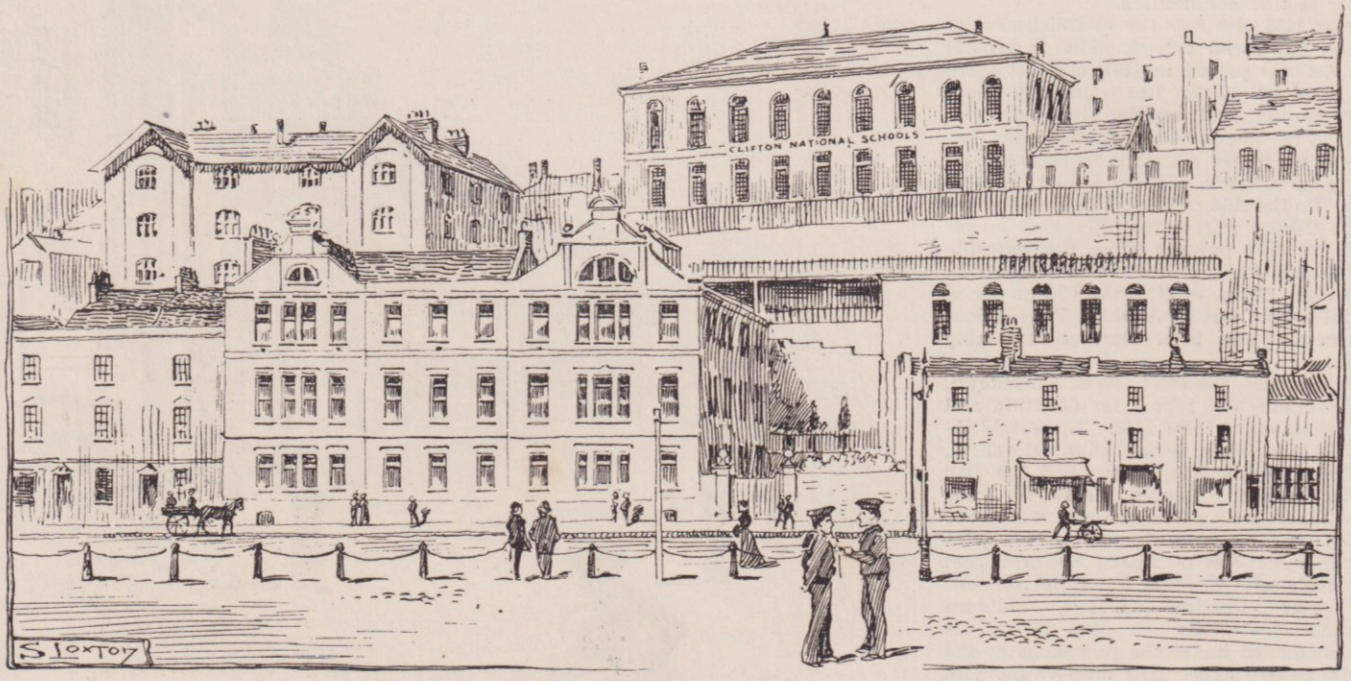
The distinctive nature of its headquarters, combined with a popular sympathy with the seafaring class, gave special interest to another industrial school. From 1869 to 1906 the Formidable was a familiar feature at Kingroad. Passengers upon excursion steamers waved a greeting to the lads aboard, visitors went from Portishead by boat to be shown over her, and at intervals the smart sailor-boys were seen at gatherings in Bristol. The Formidable belonged to a class of naval vessels now obsolete but common enough in the evolutions of fifty years ago. She was built at Chatham in 1825, and among the officers and men who served their country in her was Admiral Close, then a middy, but afterwards numbered among the Sheriffs of Bristol. She was pierced for 80 guns, and, although it cannot be said that she was in battles oft, for forty-four years she was one of the national fleet. The proposal to establish a floating industrial school having been made,

NAUTICAL SCHOOL, PORTISHEAD; 1906.

the Admiralty, in 1869, handed over the Formidable for the purpose, and she was moored in Kingroad. It is interesting to recall that Canon Kingsley attended the luncheon held aboard on October 2nd, 1869, and delivered a telling speech upon the work that the training-ship was intended to perform. Admirably the old ship fulfilled the expectations of her early friends. With the aid of the sea-going Polly, on which the elder lads learned navigation, she did a fine work in manufacturing sailors out of street urchins. At one time her popularity was so great that boys who appeared before the justices not infrequently pleaded to be sent aboard her. At last the fiat went forth that the old vessel must be moved from Kingroad to a more sheltered spot, or be given up altogether. Negotiations to find a berth for her in Portishead Dock, or elsewhere, failed, and it was decided to build a Nautical School on shore. A magnificent site, fifteen acres in extent, was obtained on Bristol Corporation land upon the Portishead coast, and there, at a cost of over £30,000, the new Nautical School was erected. The foundation-stone was laid by H.R.H. Princess Henry of Battenberg on July 14th, 1904, and the opening ceremony was performed by H.R.H. Princess Christian on May 5th, 1906.

The removal from ship to School had taken place on January 22nd, 1906, and, in a world in which sentiment still exercises an influence in everyday life, it was not unnatural that the exodus, and the incidents immediately leading up to it, should have appealed strongly to the feelings of some of those long connected with the work. Mr Henry Fedden, the hon. secretary, had been identified with it from the start, and accompanied the Formidable on her voyage to Kingroad in 1869. A pleasing incident at the opening ceremony of the Nautical School was the presentation to Mr Fedden of an oil-painting of the vessel. The original of this work was, a few months later, sold and broken up. During her thirty-seven years' use as a training-ship, 3,500 boys were received aboard her, and about 2,300 of these, well trained as sailors, were drafted into the Royal Navy, the mercantile marine, or into naval or military bands. Others found homes in the colonies, or took situations on shore; and about 300 remained to be transferred to the institution on shore. It was stated during the speech-making at the School opening that many of the lads had attained to good positions, and one had risen to the command of a White Star liner. Of the Formidable, Commander Poulden, R.N., had charge for the first ten years; Captain Nicholetts, R.N., held the position for the next fourteen years; and Commander Still, who then assumed control, continued as captain-superintendent of the Nautical School.

The great storm of September 10th, 1903, had destructive effects at a number of Bristol Channel watering-places. At Portishead, Clevedon, and Weston-super-Mare the sea-fronts were reduced to a condition of wreckage by the fury of the waves. The Polly, with her crew of Formidable boys, was at that time off Milford Haven, and the circumstances under which she escaped from becoming a wreck are regarded with justifiable pride by those connected with the training-ship. The Polly was in imminent peril of being driven ashore, when probably all aboard would have perished, but Captain Dickens, with his band of young sailors, got her before the wind, and, in spite of the darkness and high sea, ran her into the Milford river, where she was eventually beached. When the storm subsided, the boys lightened the ship, dug a channel to the water, and, after nine days' hard work, the Polly, undamaged, was once more afloat. On December 16th, 1903, the Lord Mayor, Sir Robert H. Symes, presided at the Council House at a meeting, where this remarkable piece of seamanship was recognised by presenting to Captain Dickens a binocular given by the Committee. It was accompanied by a framed letter, in which the Secretary of State warmly eulogised "the fine seamanship and the praiseworthy coolness of the master," but for which "the lives of all the boys on board would have been in jeopardy."



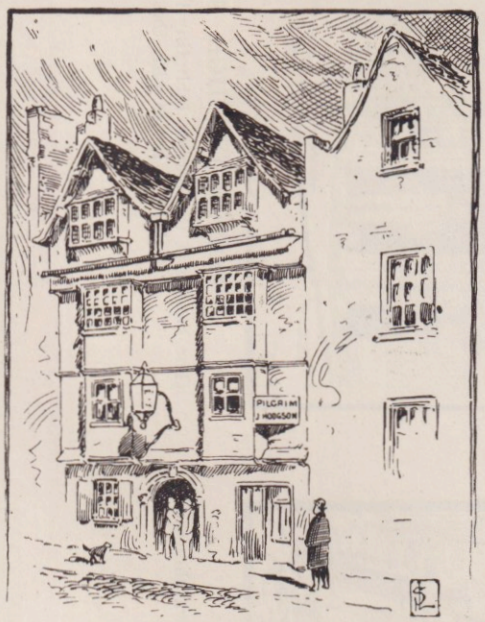
CLIFTON WOOD INDUSTRIAL SCHOOL; 1906.

(The view is from Mardyke. The tall building on the lower level is a portion of the Industrial School, another part of which is higher up on the hill still further to the left. The Industrial School boys drill on the railed terrace below the playground of the Clifton National School.)

OLD BRISTOL HOSTELRIES

The disappearance of hotels and inns once occupying prominent positions in Bristol affords striking evidence of time's changes. With those which perpetuate old names or traditions in the majority of instances the builder, at some time or other, has been busy. The demand for better accommodation than that afforded by ancient structures with walls of fortress strength, low ceilings, heavy timber work, and curious passages, has been fatal to much that is interesting because it belongs to the past, and necessary street improvement schemes have aided in the work of destruction.

"There are four coffee-houses here," wrote the author of "The Bristol Guide," about 1825, "the Bush, or Jack's Coffee-house, Corn Street; the British Coffee-house, in Broad Street; the



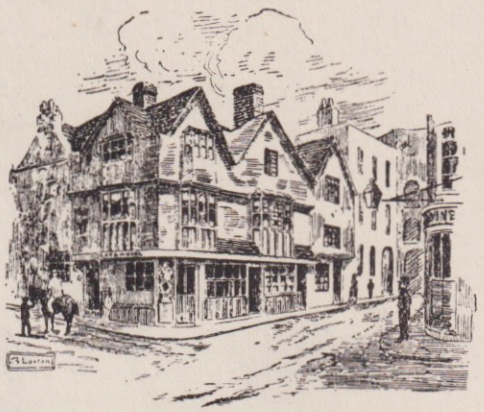
THE PILGRIM INN; 1873.

(It formerly stood in Tucker Street.)

Assembly Coffee-house, on the Quay; and Warne's Coffee-house, Hotwells. There are many excellent and accommodating Inns and Taverns in the city, among which the following are chief, viz., Bush, Corn Street; White Lion, White Hart, Broad Street; Talbot, Bath Street; George, and Saracen's Head, Temple Street; Full Moon, North Street; Greyhound, Broadmead; White Horse, Horsefair; Rummer, All Saints' Lane; Montague, Kingsdown Parade; Bell, White Lion, Three Kings, and Three Queens, Thomas Street; Red Lion, Queen's Head, and Angel, Redcliff Street; White Hart, Old Market Street; Reeve's, College Place; and many others which would be too numerous to insert. It is the custom here for all parlour and creditable visitants of public-houses to drink out of plate; tankards and pint cans, as they are termed. Therefore, as the public-houses, and their frequenters, are very numerous, perhaps there is not a city in England so rich in silver as Bristol."

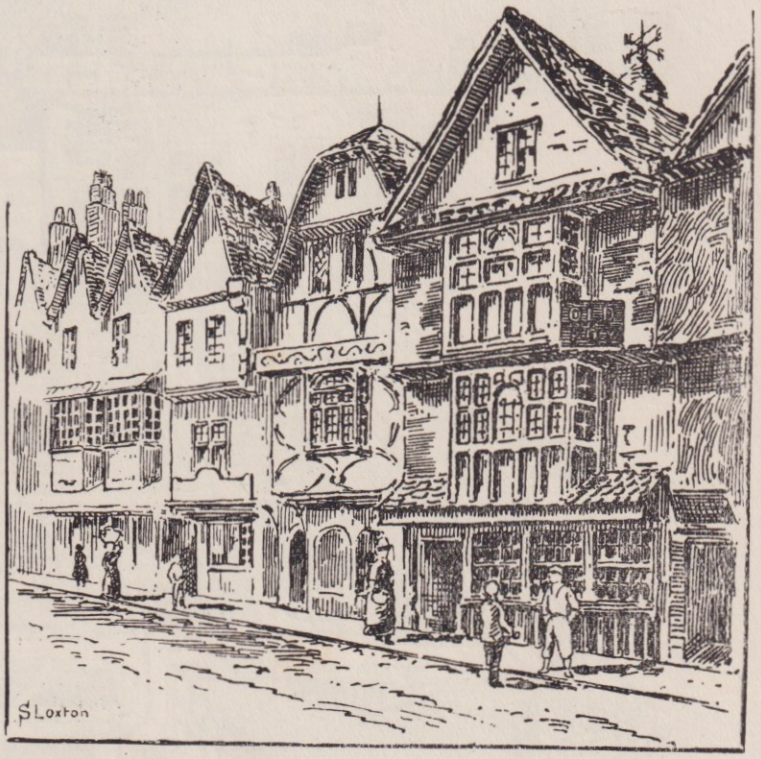
The quaintly-written concluding statement in the quotation recalls the period when some of the chief hotels in Bristol were, in their hospitality, lavish in the extreme; and it renders the more curious the early conception of the duties of a hostel proprietor as laid down in regulations in the far distant past. Mr J. F. Nicholls, in a communication to the 1882-83 Proceedings of the Bristol and Gloucestershire Archæological Society, pointed out that the business of the hostel keeper in early times was really that of letting lodgings. Upon the opening of the Bristol Municipal Lodging-house, erected by the Corporation in the twentieth century, the lodgers were left to buy their food at the shops they chose to select, but at a later period the Council authorised a refreshment department to be added to the accommodation. This recent illustration is suggested by the rules applicable to hotel-keeping far back in Bristol's history. The hotel-keeper might, at fixed rates, supply the traveller's horse with hay and oats, but the traveller himself was apparently left to his own resources until the fourteenth century, when board was allowed to be furnished as well as lodging.

Another fact worthy of note in the records of early Bristol is that a licensing question is no new thing. Mr Nicholls shows that seven centuries ago the charter of Earl John, in the reign of Henry II., laid it down that no one should take a hostel within the walls of Bristol by assignment, or by licence of the Marshall, against the will of the burgesses. Moreover, ancient as the deed is, it has been regarded as, in this respect, merely confirming a form of "local option" established by older usage. While the hostel proprietor was distinguished from "a brewster or taverner," the business of both classes was subject to rigid restrictions. At one period the brewster or taverner had, under a penalty, to close his establishment at curfew, and at later dates there are references to closing time. Mr Latimer, in describing the primitive police arrangements of 1655, mentions that "four of the ablest guardians of order were to enter inns, ale-houses, and hot-water houses, and turn out all persons found tippling there after ten o'clock at night." A century before this, according to an entry in Evans's Chronology, taverns were restricted to six in Bristol, but the value of this piece of legislation is rendered doubtful by the statement in an old manuscript that "This year was six taverns more erected in Bristol." In the year 1700, inns and ale-houses were closed at nine o'clock in the winter and ten in the summer months. The verdict of historians is that bygone Bristolians were not distinguished by their temperance. "It must be confessed," writes Mr Alfred Harvey, "that at almost all periods a too great devotion to the bottle has been the failing of Bristol men in their holiday mood," while, of fifteenth century Christmas and New Year's celebrations, he adds: "There is reason to believe that the



THE CAT AND WHEEL: 1888.

(It stood at the corner of Castle Green, and has been rebuilt since the sketch was made.)



THE OLD FOX, REDCLIFF STREET.

(From an old picture. The house has since been rebuilt.)

THE RED LION, REDCLIFF STREET.

(The Inn has ceased to exist, and the yard has become part of an oil warehouse. The sketch is from an old picture.)

JUNCTION OF HIGH STREET AND NICHOLAS STREET; 1840.

(The houses at the corner, including the Angel Inn, were pulled down in 1864. The Angel is the tall house with the gabled roof, in the centre of the picture.)

potations within the cloister walls were not less deep than those at the Guildhall."

Some of the licensed houses that survive were established in the remote past; very many others have gone, leaving no trace except in written records. In Mr Seyer's memoirs is a map drawn by that gentleman, with the idea of representing Bristol as it was between 1250 and 1350, and in it the Full Moon, in North Street, Stokes Croft, is given, with an accompanying note that it is "apparently a very ancient hostellerie."

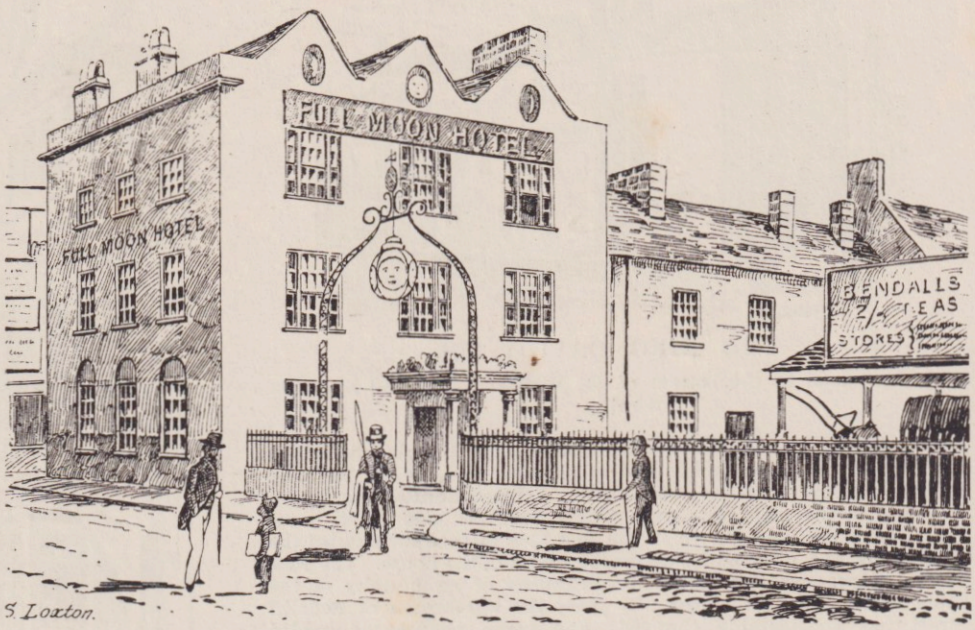
Another house still existing under the old name is the Swan, Mary-le-port Street. This is mentioned as early as 1434, and while the frontage on the Dolphin Street side is modern, that towards Mary-le-port Street has all the features of old age. The carving on the barge-board of the gables dates from the 16th century, and other features belong to the Tudor period.

Several well-known houses have links with the past, but have changed their names. One is the Rummer, near the Exchange. It is stated that the Greene Lattis stood on or near this spot as far back as 1241. In 1350 a deed described certain property in the same vicinity as next to "Abyndon ys inne now called ye Almsyshowse." Abyndon's Inn was rebuilt prior to 1565, and at that date is referred to as the New Inn in a story which gives a glimpse of sixteenth century conditions. A number of soldiers were passing through Bristol on their way to Ireland, and, winds being contrary, were detained six weeks. One night, at nine o'clock, several of them quarrelled with some of the citizens, but their captain, who was staying at the New Inn, rushed out with sword and target, and quelled the disturbance. The name Jonas was alternatively applied to the New Inn at a later date, and next the title was changed to the Rummer. The erection of the Exchange, in 1743, caused it to be pulled down, and the present Rummer was built on a portion of the site.

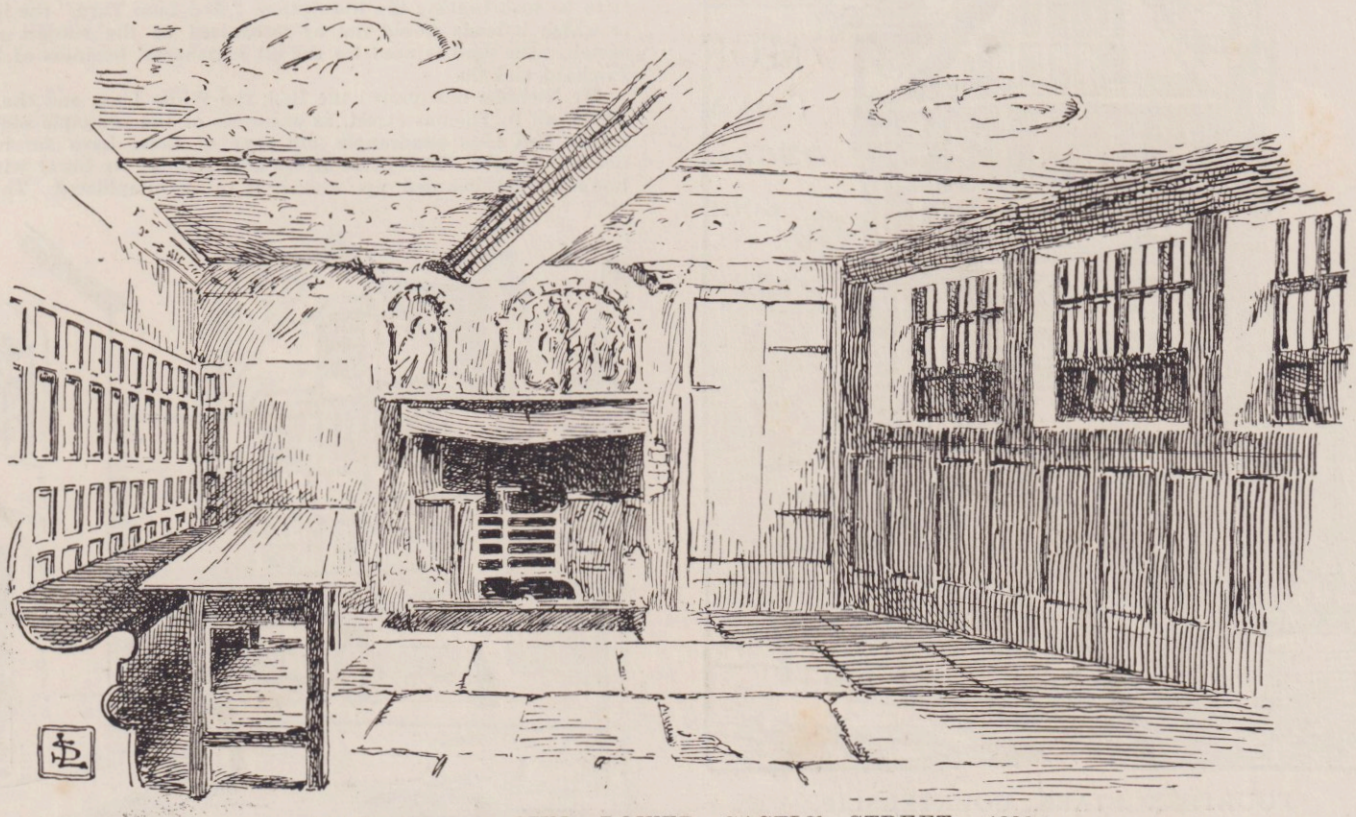
Barrett mentions the Guillows Inn, in High Street, which he says was given by John Shipward, a wealthy Bristol merchant, to St. Stephen's Church in 1473. This is regarded as the same hostelry as the Guilders' Inn, which stood upon a large and irregular site, part of which, at least, is now occupied by the Exchange. The Inn had entrances from High Street and St. Nicholas Street, and its history is linked with an existing inn, the Crown, in the Market. Pryce states that this house occupies part of the Guilders' site, and "in later times the Crown and the Guilders' Inn were terms used to signify the same tavern." The architecture of the present Crown is, however, modern.

Upon the ground occupied by the Talbot at the corner of Victoria and Bath Streets, has long stood a hostelry. It was formerly called the Pelican, and had a somewhat eventful history. In 1573 ten men were killed there by an explosion of gunpowder, and in 1665 the stables were burned. After that it became known as the Talbot. There were entrances from Tucker Street and Thomas Street. The creation of Bath Street affected it on one side, and then Victoria Street became its frontage on the other. The structure facing both these thoroughfares is comparatively recent.

The old sketch of part of the Red Lion, in Redcliff Street, suggests the arrangement found convenient for the business in days when railways were unthought of and roads were



FULL MOON, NORTH STREET, STOKES CROFT; 1889.



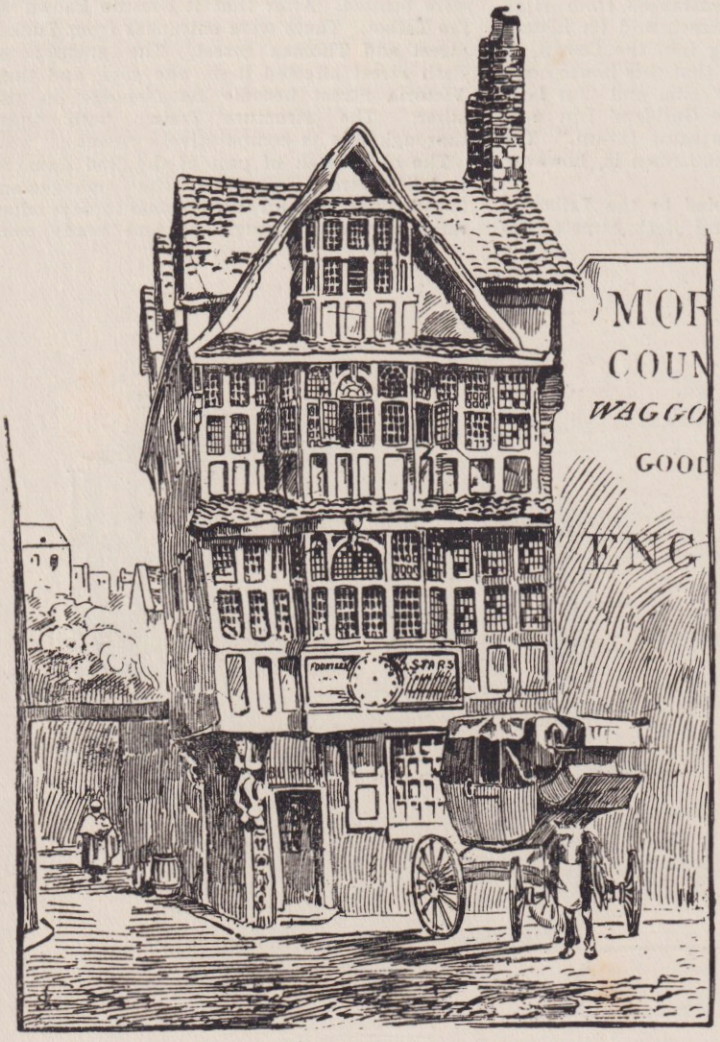
THE RISING SUN, LOWER CASTLE STREET; 1904.

(This room, the bar parlour, has not survived the rebuilding scheme.)

THE KING DAVID; 1888.

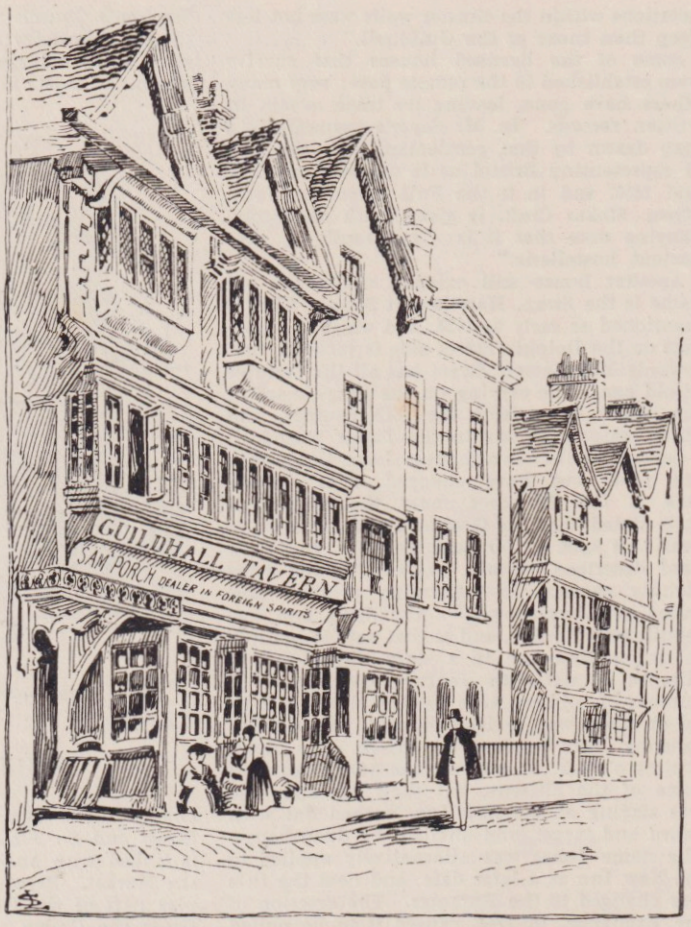
(This Inn stood at the bottom of St. Michael's Hill, and has been rebuilt.)

merely tracks. The inn was built around a quadrangle into which the traveller could bring his load of baggage, and, as Mr Nicholls suggests, submit it to the examination of the authorities who levied toll, and to the merchants with whom business was to be done. Galleries of the kind shown in the Red Lion picture surrounded the quadrangle and afforded access to the rooms of the house. The New Inn, at Gloucester, is a surviving illustration of an hostelry of the same kind. During the past fifty years the appearance of Redcliff Street has considerably changed, and many picturesque gabled houses have been replaced by others more or less prosaic. The Red



FOURTEEN STARS, COUNTERSLIP.

(From on old print. The house was pulled down to make way for Finzel's sugar refinery.)

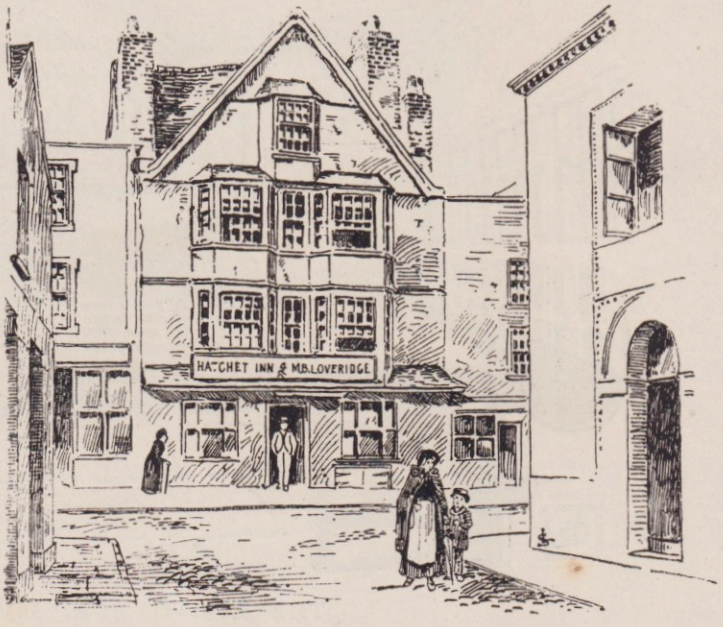


GUILDHALL HOTEL, BROAD STREET.

(Prior to 1825; from J. S. Prout's drawing.)

Lion was pulled down in 1864, and, although, immediately after passing Messrs E. S. and A. Robinson's block, a covered hauling-way is to be seen bearing the inscription, "Red Lion Yard," the interior to which it leads would not be recognised as the subject of the sketch. The yard is used for the oil merchants' business of Messrs Prichard and Co.

Mr Nicholls has quoted the Bell, the White Lion, and the Three Kings, all in Thomas Street, as examples of the principle embodied in the Red Lion quadrangle, but none of these have survived as licensed houses. The Three Kings still stands; its lower windows, however, are boarded up, and it is much dilapidated. The yard



HATCHET INN, FROGMORE STREET; 1890.

here has for years been used for the Midland Railway vehicles. In the palmy days of the hostelry it is reputed to have had accommodation for a hundred horses.

With a little imagination, the Fourteen Stars may be pictured as the resort of the masters of the West Indiamen and others in days when humane persons saw nothing very wrong in the traffic in human beings. The associations of the old house were those connected with sugar and rum, and the ships that brought these commodities, and, rather singularly, the development of the refining industry led to its demolition. The site became part of that of Finzel's great factory. The Seven Stars, still standing in Thomas Lane, was another house with a history, and it is stated that here Clarkson obtained evidence when preparing his indictment against the slave trade.

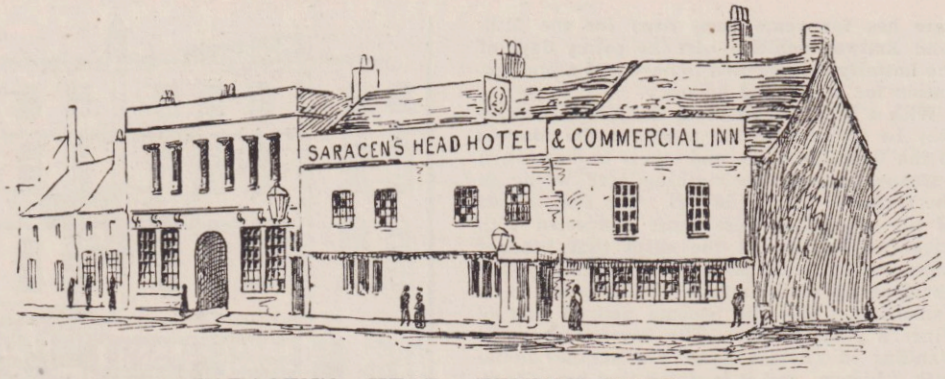
The Saracen's Head, Temple Gate, appears in the list made out in 1606, and, possibly, was considerably older. Mr Pryce says that "whilst its sign was intended to refer to the hated Moslem who trampled on the Land of the Cross, the George Inn, opposite (in the parish of Temple), was established in rivalry, to remind the passenger of the invader of the Saracen, personified by St. George, the champion of England." The Saracen's Head stood close to the corner of Redcliff Mead Lane, a name with a pleasant, rural sound. To-day the lane—(rather wider than of yore)—is bounded on both sides by the huge works of Messrs Mardon, Son, and Hall, with overhead bridges connecting blocks on opposite sides of the way. On the site of the Saracen's Head stands one of the buildings of the firm, and, to complete the modernisation of the picture, England's patron saint, typified by the neighbouring hotel, has been brought into alliance with the locomotive, and the house has become the George and Railway Hotel.

THE BUSH HOTEL, CORN STREET.

(A famous house, demolished in 1854. Lloyd's Bank stands on the site.)

THE OLD CROWN INN, BROAD WEIR; 1905.

(Rebuilt in 1906.)



SARACEN'S HEAD, TEMPLE GATE; 1888.
(Since demolished.)

The "White Lyon, in Brode Street," is mentioned in a list of inns and taverns in 1606. It was often the resort of distinguished visitors, successive Dukes of Beaufort among them. Seyer quotes an incident which occurred during the Monmouth rebellion. At that period the Duke of Beaufort, at the head of troops, was holding Bristol for the King. There was in the city a party favourable to Monmouth, and the story goes that a scheme was planned for admitting him, while attention was diverted by the expedient of setting on fire a ship in the river, and spreading the report of the invaders' approach in that direction. The entry was never made, but the narrative goes on to say that "during this rebellion, while the soldiers (the King's) were in Bristol, and near about the time that the ship was on fire at the Kay, the backward stables of the White Lyon, in Broad Street were all sett on fire, and therein were burned to death two of the Duke of Beaufort's best saddle horses. It was supposed to have been done by the malice and envy of the fanatics, of whom a great many were sent prisoners from Bristol to Gloucester, and there secured until the rebellion was over; and about sixty were sent to Gloucester in a vessel, who were taken on board at Rownham, and sent away prisoners to and from Newgate without any Mittimus, or being taken before any Justice of the Peace." Close to the White Lion stood the White Hart, which also appeared in the 1606 list. Mr Pryce believed that both were probably erected in the latter part of Elizabeth's reign. They shared the same fate—demolition to form a site for the Grand Hotel, which was opened in January, 1869. A sculptured lion over the entrance suggests to those familiar with their history the better known of these ancient hostelries. To restore the historic balance, while the White Lion "from an early period was the favourite rendezvous of leading tory merchants," the hotel which succeeded it was for many years the meeting-place of the Anchor Society, and Liberal oratory was, on the Colston anniversary, heard in its large dining-room. Subsequently it was thought advisable to popularise the Anchor Society's celebration by curtailing speech-making at the dinner, and following that gathering by a great political demonstration. The dinners have since been held at the Lesser Colston Hall, the great meeting taking place in the large hall immediately afterwards.

BLACK SWAN, STAPLETON ROAD; ABOUT 1880.

The Bush, one of the most notable of licensed houses, stood on the ground now occupied by Lloyds Bank, Corn Street. It is frequently mentioned in local records, and at one time it had as landlord a Mr Weeks, whose instincts as a showman found full scope when, in October, 1801, tidings of the treaty of peace with France arrived in the city. According to Mr Latimer's narrative, the Bush must then have had a balcony, and its enthusiastic proprietor appeared upon it in the garb of a sailor, and delivered "a string of appropriate toasts and sentiments, which were each of them preceded by an air from the band of the Oxfordshire Militia, and by the plaudits of the populace." At night Mr Weeks took part in an illuminated allegorical procession, which aroused another outbreak of popular interest. The Bush became an important coaching house, and, owing to the courage and persistence of the landlord, a material advance was effected in the speed at which journeys were made. In 1814, in an advertisement, he stated that when he came to the hotel in 1772 there was no coach from the city to London, Exeter, Oxford, or Birmingham which performed its journey in less than two days. After vainly endeavouring to arouse a spirit of greater enterprise among the coach proprietors, Mr Weeks entered the field and started a coach to Birmingham. This vehicle covered the distance in one day. The inside fare was 10s 6d, and that for riding outside 8s 6d, and Mr Weeks arranged that each passenger should have a dinner and a pint of wine at Gloucester into the bargain. The struggle continued for two years, and then one-day coaches to the towns named became the rule. Charles Dickens has given the house an enduring name by his reference to it in the "Pickwick Papers." It was here that Mr Winkle took up his quarters in his "love-lorn quest of the missing Arabella Allen," who was supposed to be hidden somewhere in Bristol or its neighbourhood. The host of the Bush was accustomed to provide for his guests on the traditional scale of old English hospitality. The bill of fare for Christmas, 1799, quoted by Mr John Taylor, is an illustration of this:—"Besides a boar's head, a bustard, red and black game, turtle, salmon, turbot, haunches, 5 necks, 10 breasts, and 10 shoulders of venison, we find 42 hares, 17 pheasants, 41 partridges, 15 wild geese, 81 woodcocks, 149 snipes, 17 wild turkeys and 44 tame, 18 golden plovers, a swan, a peacock, 4

ROYAL GLOUCESTER HOTEL, HOTWELLS.
(Demolished about 1887, Lady Haberfield's Almshouses being erected on the site.)

peahens, 116 pigeons, 19 ducks, and 52 barrels of oysters, besides beef, veal, and an infinity of other edibles." The Bush stood until 1854, when the West of England and South Wales Banking Company acquired it and pulled down the hotel and adjoining houses. Fine banking premises were erected on the site, and opened in 1857.

Nearly fifty years ago Mr Pryce, the historian, wrote: "The Angel, in High Street, is by far the oldest hostelry in the city of which there are any visible remains, excepting, perhaps, the Hospital or Nunnery of St. Mary Magdalene, now the King David Inn, St. Michael's Hill, which appears to be of the same date, that is, at least four hundred years old. When the Angel Inn became a tavern is unknown, but it was once known by the sign of the Bull, by which name it appears to be described in all agreements relating to it; this animal is sculptured over a fireplace on the first floor of the house." The Angel stood until 1864, when it was demolished in pursuance of a resolution of the Council to widen Nicholas Street, until then extremely narrow at the High Street end. The King David is still among the inns of Bristol, but has been rebuilt since the date of the sketch.

In Wine Street several well-known hotels formerly stood. According to Mr Pryce, the Plume of Feathers was first mentioned in 1629, and in 1656 its title had become the Prince's Arms. Here, in 1654, during the Protectorate, a man named Charles Evans was detained as a prisoner, in consequence of his being mistaken for his namesake, Charles II., for whom the Republicans were then in search. In the record of a grim sequel to the civil war, another inn is mentioned, the Nag's Head, opposite which Yeamans and Boucher were executed. In 1743 the Mercers and Linen Drapers Company held their meetings at this house, and here, too, the historian states was first made "a celebrated cake," which was known by the name of the inn. The Three Tuns, another Wine Street hotel, has also disappeared. The appended bit of history from Seyer's memoirs shows that it must have been a house of good standing:—"On the 11th Sept' 1674, the Countesse of Castlemaine rode into this city in her coach in pompe, attended by Sir John Churchill of Churchill, together with Sir Thomas Bridgis of Cainsham, and their ladies, with their retinue of servants; and rode by the Tolzey and downe Broade-street, and so along the Key, where the great guns fired as she passed by. She alighted at Alderman Olive's, at the Three Tuns in Wine-street, and was there entertained at the cost and chardges of the said Sir John Churchill." The Three Tuns formed the arms of the Brewers Company; a house at the top of the Pithay (demolished within the last decade) bore a shield with this emblem, and two others in Mary-le-port Street are still similarly decorated.

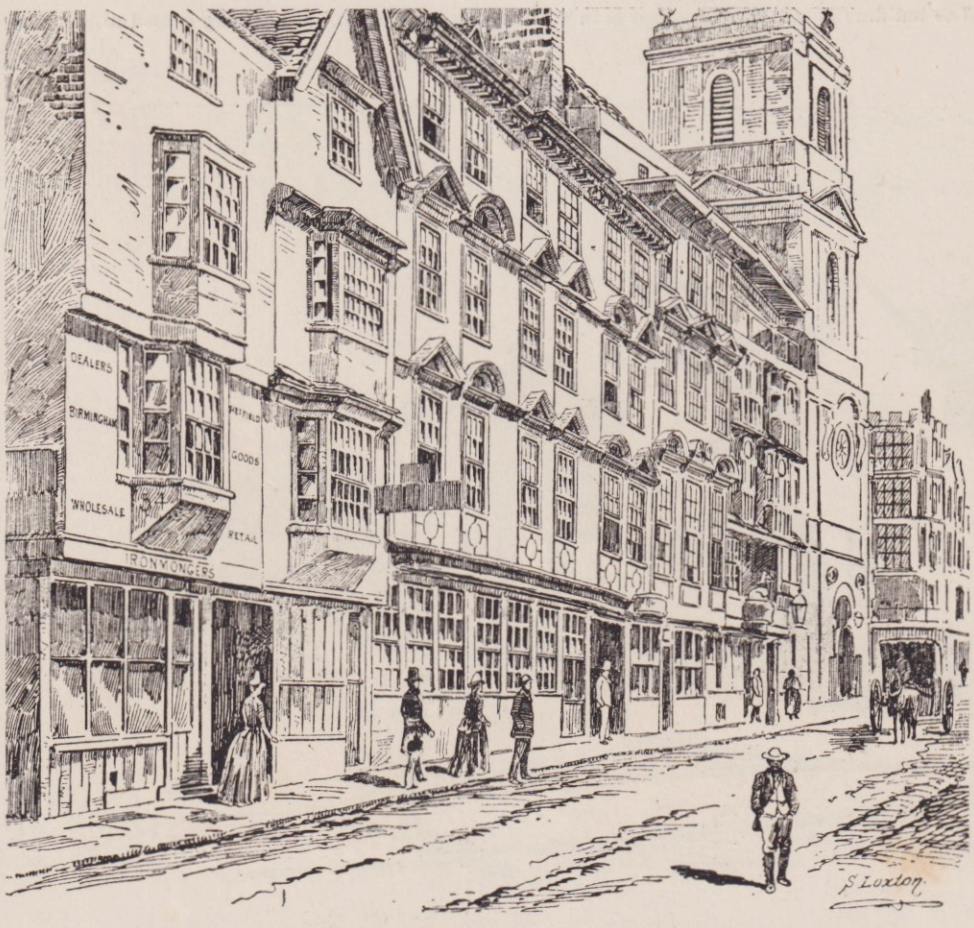
LAMB INN, WEST STREET; 1891.

(Since pulled down.)

The Cat and Wheel, at the corner of Castle Green, is one of the public-houses that exhibited its age to all who cared to note its venerable aspect. Like so many old taverns, it has been lately rebuilt. A house standing in the same locality has traditions extending back to the time of Daniel Defoe, for it is stated that at the Star Inn, Cock and Bottle Lane, he met Alexander Selkirk, and obtained from him the story which prepared the way for "Robinson Crusoe."

The Lamb Inn, West Street, St. Philip's, bore upon its front the date 1651, and remained standing until four or five years ago, when the site was cleared and other buildings were erected. With this house were associated several interesting incidents. James Naylor slept at the inn on his fanatical visit to Bristol, in October, 1656. Here, and at other places, he personated the Saviour, and the next month was sent to London by order of the Protector, and sentenced to whipping, the pillory, and to have his tongue bored with a hot iron. The wretched man was twice pilloried, was whipped from Westminster to the Old Exchange by the common hangman, where his tongue was bored and the letter "B" marked on his forehead. He was then sent to Bristol, conveyed through the city on a horse with his face backward, publicly whipped on a market day, and then confined at the Bridewell in London. In 1659 he was released and came to Bristol, where he recanted, and his friends, being convinced of the sincerity of his repentance, became reconciled to him. A century after its foundation, in the words of the local historian, Evans, there commenced at the Lamb Inn an affair of witchcraft that engrossed the credulity and superstition of the city for the whole of the ensuing twelve months. It was stated that the plot was arranged by relatives to depreciate the value of the Lamb, so that one of the plotters might become the purchaser.

The Rising Sun, at the corner of Lower Castle Street and Ellbroad Street, remained until 1906, and was then rebuilt in modern style. The roadway of Lower Castle Street was at that time widened. Mr J. E. Pritchard, in his archæological notes, mentions that the old building was evidently erected in the reign of James I., and, being just without the Castle Walls, it was doubtless much frequented during the stirring times of the civil wars. The back kitchen possessed a unique carved stone chimney-piece, bearing a date showing that it was constructed in 1606. The bar parlour (of



WHITE LION AND WHITE HART, BROAD STREET.

(Demolished about 1865 to make way for a new hotel. This at first was called the White Lion, but afterwards the Grand Hotel. The White Hart was nearer the church.)

which a sketch is given) had a singular stone chimney-piece, intended to represent Adam and Eve, while an eagle was carved in the single panel over the other end of the mantel-piece. These carvings were much damaged. Other characteristics contributed to make the room interesting to artists and antiquaries.

Many other inns are mentioned in Bristol records. One, which was opened early in the nineteenth century by Mr Reeves, was situated near College Green, and became prominent. The nature of the inaugural dinner may be surmised from Mr Latimer's intimation that twenty-two guests consumed sixty-two bottles of wine. In 1839 the house, hitherto called after Mr Reeves, became the Royal Western Hotel. In 1855 it ceased to be an hotel, and subsequently Mr Bartholomew transformed it into the Turkish Baths.

An inn called the Mulberry Tree formerly stood between Broad Street and Small Street. This inn was acquired by the Corporation, and, while the present Council House was being erected, the councillors met in a large room of the old house.

Alderman Whitson resided in Nicholas Street, in a house which became afterwards the Queen Bess Tavern. The Athenæum, now the Liberal Club, stands on the site of this old house. An ancient hall, with interesting architectural features, also stood on the site between Corn Street and Nicholas Street. This hall acquired the name of Alderman Whitson's Chapel, but was much older than the founder of the Red Maids' School, some of its work being ascribed to the beginning of the thirteenth century.

The Llandoger, erected in King Street in 1664, has been regarded as the finest remaining example in Bristol of the architecture of that period. (An illustration of the Llandoger, reproduced from an old engraving, appears on page 2.)

A sixteenth century house, known as the Giant's Castle, was demolished when the

THE THREE KINGS, THOMAS STREET; 1890.

(The building is still standing, but is in a dilapidated condition. It has long ceased to be used as an inn.)

WHITE HART INN, JACOB'S WELLS.

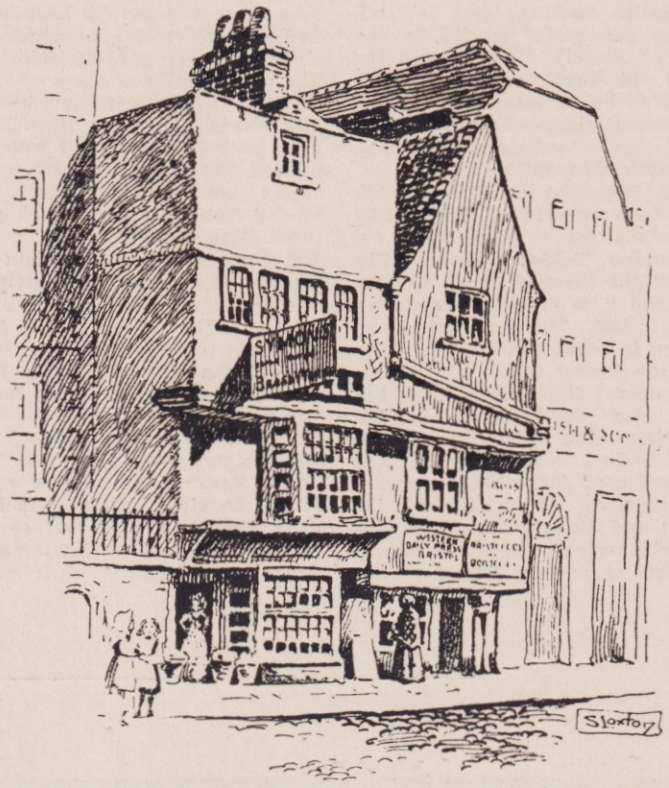
(The White Hart was demolished in 1877, and St. Peter's Church built on the ground.)

approach road to St. Philip's Bridge was formed, about 1838. The Old Castle, one of the wooden houses that stood in Castle Street, was burned in 1843. The Old Globe, Christmas Street, shared the same fate, being part of the property destroyed by the great fire at the warehouse of Messrs Clutterbuck and Griffin, in 1876. The Bell, erected in Broad Street in 1569, was also burned. The Ship, a noted house in Steep Street, was swept away with that curious thoroughfare in 1871.

The Old Fox, in Redcliff Street, which survives, had its picturesque front shorn off before the close of the nineteenth century. While builders of a bygone age exhibited a fondness for lath, plaster, and timber work, the side walls of the houses they built were, now and then, monuments of strength. Those of the Old Fox were no less than seven feet thick. The Queen's Head, Redcliff Street, has disappeared, but the name continues to be the designation applied to the yard used for the carrying business established by the late Mr J. C. Wall. The Angel, Redcliff Street, was rebuilt in 1864.

The Crabb's Well, in Temple Street, retained its name long after it had parted with its licence. It was a small building, but, like the Fox, in Redcliff Street, had some substantial walls. Those of the front and back were thirty inches thick, but on each side the rampart was four feet thick. Presumably the level of Temple Street had been raised since the house was erected; for the pavement was more than a foot above the floor of the inn. This house, and that next door to it (106, Temple Street), had been much altered, but each possessed features of interest. Both were pulled down in 1907 to make way for a new warehouse of Messrs Joseph Fish and Sons. In the Architectural Court of the Museum are two carved brackets which supported the entrance doorhead of No. 106, one of them bearing the date 1587. Another inn, the Shakespeare, almost under the shadow of Temple Church, in renovated form continues its long-established business. (A sketch of the Shakespeare appears on page 73.) In Prince Street, close to the Hall of the Merchant Venturers, is an ancient gabled inn, the Merchants' Arms. Alterations in the front have partly destroyed the date, which is said to have indicated that the house belonged to the seventeenth century.

The Rose Tavern, Temple Street, no longer stands, but the histories show that it was



THE CRABB'S WELL, TEMPLE STREET.

(The old Inn, and the house with the pointed roof, next to it, have been demolished.)

STAG AND HOUNDS, OLD MARKET STREET; 1906.

(The ancient Pie Poudre Court was formerly held at this Inn.)

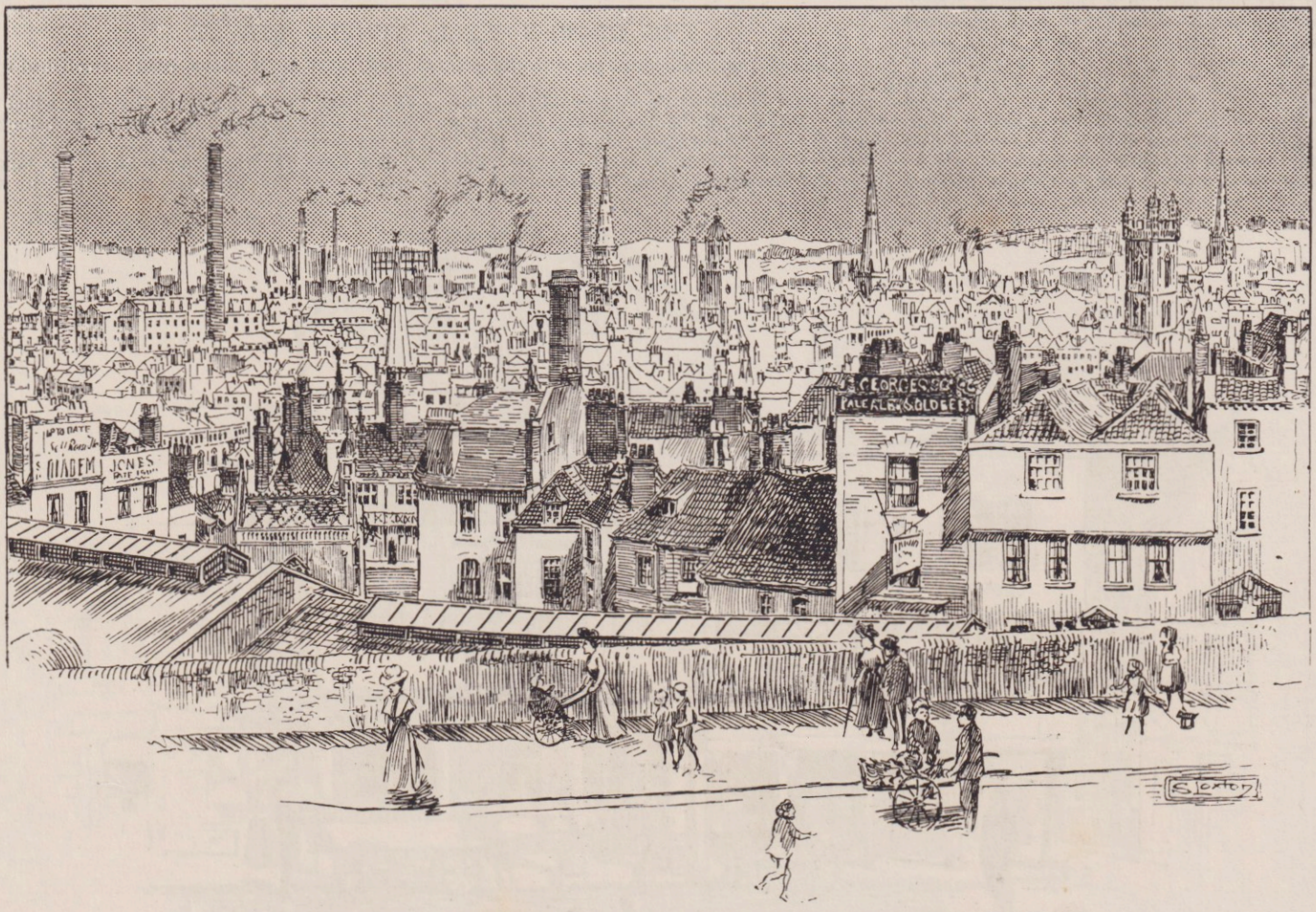
one of the loyalist meeting-places in 1643, and that it was patronised in 1803 by the convivial Duke of Norfolk when it was the headquarters of the Beef Steak Club. His Grace is reported to have "eaten like an Ajax and drank with twenty-aldermanic power." The house was popular with "well-seasoned" members of the old Civic Corporation.

Fifty years ago, in the list of streets of Bristol, Maiden Tavern Lane appeared. This locality was situated near that part of Marsh Street cut through in forming Baldwin Street. The original name of the licensed house was the Virgin Tavern, and it is described as having been well known in 1445. The name was altered to Maiden Tavern in consequence of the Puritans' dislike of the former title.

The Royal Gloucester Hotel, near the end of Dowry Square, was another inn familiar to former Bristolians, but no longer in existence. It ceased to be a hostelry in 1858, and was for some time used for military purposes and as a recruiting office. About 1887 the building was removed, and the almshouses, founded by Lady Haberfield, were erected on the site.

On the outskirts of ancient Bristol at one time there were several licensed houses which had a considerable popularity with well-to-do citizens possessing pleasure-loving inclinations. The most notable of these was the Ostrich, on that side of Durdham Down where Down House now stands. When the Hotwells spring was in great repute, and visitors were numerous, the Ostrich was a noted resort for them. Large stakes were hazarded by fashionable sportsmen on the cock-fights which took place there. In these days of inter-county competitions, the fact that in 1749 a cock-fight between birds sent by the gentry of Somerset and Devon, was conducted at this house, is not without interest. The decline of the Hotwells settled the fate of the Ostrich. On the other side of the city, the Three Black Birds, at Stapleton, was noted for its fashionable galas. The name was changed to the Wellington Gardens, but the place seems to have disappeared about sixty years ago. The White Hart, at Lower Easton, was another of these resorts. It was an eighteenth century form of tea-gardens, but dinners as well as lighter refreshments were provided. There were tennis courts for the amusement of visitors, and its prize-fights, Mr Latimer mentions, were "patronised by the upper classes."

The White Horse, Barrs Street; the Greyhound, Broadmead; and the Montague, Kingsdown Parade, must also be mentioned among long-established houses. Several of the principal hotels in twentieth-century Bristol cannot boast of traditions going far back in history. The Queen's Hotel was opened in 1854; Clifton Down Hotel in 1865; the Royal Hotel, College Green, in 1868; the St. Vincent's Rocks Hotel in 1868; and the Imperial Hotel, Whiteladies Road, in 1879. The hall of the Clifton Grand Spa was opened in August, 1894, and the Grand Spa and Hydro completed early in 1898. This enterprise was closely linked with the construction of the Clifton Rocks Railway, commenced in March, 1891, and first used by the public on March 11th, 1893. No ceremonial opening of the railway took place, but a medal, in the form of a cross, was struck to commemorate the event. Sir George Newnes, who had at an earlier date been concerned in promoting the Cliff Railway at Lynton, had much to do with the Clifton enterprise, and with the Grand Spa which followed it.



VIEW FROM ABOVE PERRY ROAD, ST. MICHAEL'S; 1906.

(The churches prominent in the view are (beginning on the left of the sketch) St. John's; Christ Church, Broad Street; All Saints', Corn Street; St. Nicholas; St. Stephen's; and St. Mary's, Redcliff.)

POSTAL AND TELEPHONIC DEVELOPMENT.

In glancing at the group of public utilities—the post office, the telephone system, and the supply of gas and electricity, the imagination may be stirred by the effort to realise what would be the effect if the city were suddenly required to return to the conditions existing fifty years ago. Daily life would be affected in a surprising number of ways; business and pleasure would both suffer. Society has been so accustomed to rely on the aids afforded by science, invention and organisation, they are so closely interwoven in the texture of daily life, that it is only when circumstances call for reflection that it is realised how inseparable from modern existence they have become.

The head Post Office in Bristol has alternately been situated in the vicinity of the Exchange and in Small Street. In 1700 the Corporation covenanted with Mr Henry Pyne, then deputy-postmaster, that he should have a small piece of ground fronting All Saints Lane for the erection of a post office, and it was provided that the second storey might project eighteen inches over the lane so that persons coming to the said post office might have shelter from the rain and stand in the dry Difficulty appears to have arisen with regard to the agreement, and Mr Latimer says it must afterwards have been modified, but several years later a "Post-House" was provided on this spot, which was conveniently close to the old Tolzey, where merchants then congregated for the transaction of business. Preparations for the erection of the Exchange brought both institutions to an end. The Tolzey no longer was needed, and its singular brass pillars were placed in front of the new Exchange, where they still remain. The "Post House" was transferred to Small Street, to a building the upper part of which was used for a boys' boarding school. This, apparently, was not intended as a permanent arrangement, and in 1750, or somewhat earlier, the Corporation built to the west of the Exchange a new Post Office, and leased it to the postmaster. The accommodation afforded by the one floor was ample for a long while

THE OLD POST OFFICE, OFF CORN STREET; 1903.

(In 1908-9 a new building was erected upon this site.)

Postage was an expensive necessity or luxury, as the case might be, missives sent for transmission were few, and the Department had not taken upon itself the varied responsibilities which it has since assumed.

Penny postage gave an immense impetus to business, and the old Post Office, which was usually described as in Corn Street, soon became unequal to the work. Additions were made, and in 1855 a shop in Small Street was taken for the money order business. Up to that time the convenient pillar-box had not made its appearance, and fifty years ago it had not lost its novelty, the date of introduction being 1856. Two years later, in the whole of Bristol, these pillar and wall-boxes numbered seventeen only. The district is enlarged, but none the less the extension of such facilities is noteworthy. In 1908 there were 461 of these boxes. A city householder, indeed, thinks he has a grievance if he has to walk more than a few hundred yards to drop his letter into the post, and clearances from these boxes are more numerous than in earlier times they were from the central office.

The Post Office became more and more cramped as years passed, and in 1865, property in Small Street was purchased and pulled down, and the first section of a new Post Office erected. The new building was regarded as sufficiently large to locate in it the Inland Revenue Department, previously situated in Queen Square, but events conspired to upset this arrangement and to call for still more room, in spite of the fact that a very large amount of postal business was transacted at branch and sub-offices. Among items prefixed to the 1859 Bristol Directory is the following postal information:—"Branch Offices:—Clifton, North Street, and Redcliff. Receiving Houses:—Hotwells, Bedminster, and Redland." The North Street Office is, of course, that near Stokes Croft. Bedminster, now a township with 80,000 inhabitants, was fifty years ago apparently served by only one receiving house. The classification has been since changed. Branch Post Office is a title reserved for the most important establishments, three in number. But besides these, there are 80 town sub-offices, and, in the Bristol district, 118 rural sub-offices, a large proportion of which transact money order.

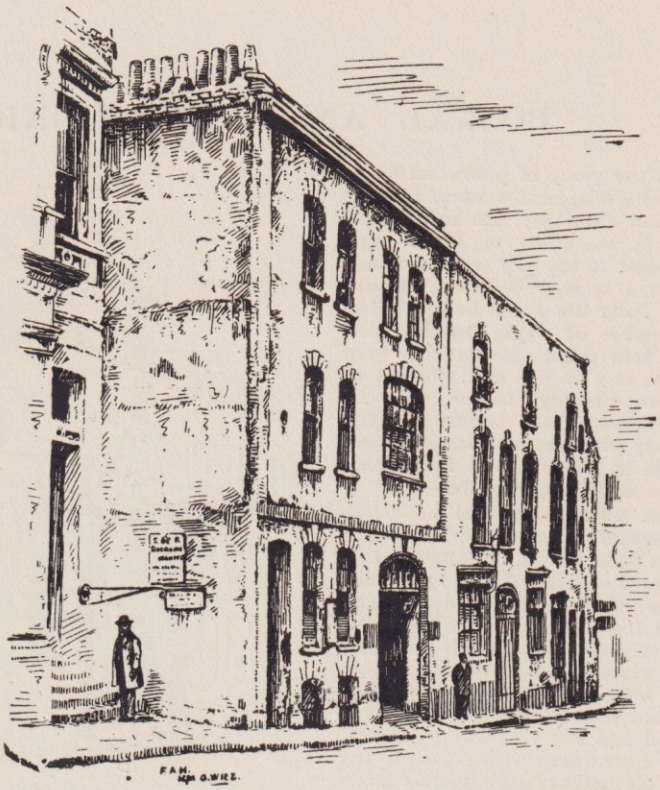
GENERAL POST OFFICE, SMALL STREET; 1890.

(In 1903 an extension was commenced on the site of the houses to the right of the sketch.)

telegraph, and other kinds of business appertaining to modern postal work.

The electric telegraph made its appearance in quite a small way in Bristol in 1852. For a time an apartment was set aside at the Commercial Rooms for the reception of messages which were transmitted over lines associated with the railways. This telegraph office was connected with the Electric and International Company and was afterwards removed to the Broad Quay, and then to the Exchange, where its office was situated in 1858. But about that time, or a little later, another company came into the field, the British and Irish Magnetic Company, and this found headquarters in Exchange Avenue. In Corn Street, nearly opposite the Exchange, the United Kingdom Telegraph Company set up an establishment. Although companies were numerous, the country was not then covered with the existing network of lines, and while the first cable laid beneath the Atlantic, in 1858, showed that communication with the American Continent was practicable, the speedy breakdown of the link produced a wave of pessimism, and made it difficult for the promoters to obtain funds for another venture. The Post Office assumed control of the United Kingdom telegraph business in 1870, and in the Bristol Postal District telegraph offices have steadily increased in number, until in 1908 there were 85 of them.

Marvellous have been the developments in the mechanism of telegraphy. There was a period when scientific dreamers, as they tried to think out plans for utilising electric signals in the transmission of messages, thought a separate conducting wire would be necessary for each letter of the alphabet. The advance has been by a succession of stages, and many minds have contributed to the progress. Half a century ago it had been discovered



SITE OF POST OFFICE EXTENSION, SMALL STREET.

(The buildings, since demolished, were used as the offices and depôt of the Bristol Water Works Company. The block has been kindly lent by Mr R. C. Tombs, Surveyor and Postmaster of Bristol, 1891-1905.)

BRISTOL'S FIRST TELEPHONE EXCHANGE; 1894.

that one wire might carry two messages at the same moment without confusion. Next, the number was increased to four, and afterwards to six. Finally, the feasibility of wireless telegraphy, even across the Atlantic, has been placed beyond doubt, and although at present the system is not free from difficulties, no one can say what may not be the transformation it will bring about in

THE OLD MONEY ORDER OFFICE.

(Situated in Small Street.)

methods of communication in the coming half-century. In 1858 parents had to wait while slow steamships crossed the ocean with letters and news; in 1909 their children, aboard rapidly travelling liners, offering the luxuries of a great town, can signal to their friends on shore, and even to those aboard a companion ship somewhere out on the wide ocean, unseen, but instantly reached by these mysterious electrical

impulses which have been rendered available for the service of humanity. December 11th, 1908, will remain an interesting date in Post Office chronology, for it was on that day that the Department opened its first radio-telegraph station, fitted up by Mr Marconi at Bolt Head, Kingsbridge, South Devon.

The addition of telegraphs to the postal work to be transacted in Small Street caused the Inland Revenue Department to be taken back to its old quarters in Queen Square, and, as this branch of the Government service also developed, in 1895 steps were taken which resulted in the erection in Baldwin Street of new offices for the Inland Revenue and Bankruptcy business; the City Engineer and his staff subsequently entered into possession of the abandoned building at the corner of Queen Square. The removal of the Revenue Department afforded merely temporary relief to the postal authorities. Business was still growing, and the Postmaster-General, in 1885, realising the difficulties of adequate extension of the Small Street building, hemmed in as it was by other properties, expressed a readiness to erect a new Post Office in Baldwin Street, where a large area of ground had become available. The suggestion, however, did not meet with the approval of the Council, and nothing came of it. To lessen the difficulty, the money order and savings bank work had been taken to other buildings. Hitherto the public had purchased their stamps and transacted their business in that part where there are now the general and local letter-boxes. Eventually, buildings standing between that block and the Commercial Rooms were demolished, and in 1889 a new wing containing the present public office was completed and opened. About five years later, to secure more accommodation, the Royal Insurance Buildings, lying between the new wing and Corn Street were purchased. The twentieth century, however, brought fresh complaints of congestion. Temporary buildings were erected elsewhere for handling part of the work, and in 1908 the Department, having acquired the offices of the Bristol Water Works Company, in Small Street, set about a large extension of the Post Office.

The record of the past fifty years has been one of continual growth, and of an almost ceaseless difficulty in keeping pace with the augmented demand for space in which to carry on the work of the varied departments. In 1801 the staff consisted of a postmaster, two or three clerks, and a couple of postmen; at the close of the century the Bristol District included a postmaster and surveyor, 165 sub-postmasters, 327 clerks, 78 telegraphists, and 666 postmen and messengers. In 1909 the staff was as follows:—Postmaster and surveyor, 1; sub-postmasters, 195; supervisors, clerks, telegraphists, and telephonists (male) 400, (female) 113; postmen, messengers, &c., 750.

An enormous accession of business has followed in the train of the halfpenny stamp and the reduction of charges. In 1858 a penny was the minimum for letters, books, and printed matter. That was the charge for a letter not exceeding half an ounce in weight. In 1909 a letter weighing a quarter of a pound is carried for a penny. Fifty years ago the postage would have cost 8d, or 2d for each ounce. Letters can be now sent to Shanghai and other distant parts of the Empire for the same fee as was formerly charged to deliver them in the town where they were posted. The adoption of the halfpenny stamp for newspapers, and for a variety of printed and business documents, has inundated the Post Office with work. Postcards, sixpenny telegrams, cheapened money orders, postal notes, the parcel post, have added to the development. The popularity of the picture postcard immensely increased the number of missives transmitted through the post. Although in 1858 there was in St. Stephen's Avenue a savings bank, opened for a brief period on three days a week, it is not too much to say it was left for the Post Office to show the possibilities of small banking accounts. Thrift has been facilitated and the lesson has not been lost sight of by banking companies; one of the features of the period under review being the great increase in the number of branch banks. Annuity business, and an express messenger service were added to Post Office activities, and the Old Age Pension Act of 1908 relied for a large part of its administration on the Post Offices scattered so widely over the country. The cycle and tricycle have proved of great service in postal work. The delivery of telegrams has been hastened by the messengers being supplied with bicycles, enamelled in the familiar Post Office red, and the tricycle has been adapted for the purposes of parcel delivery.

The history of the telephone as a practical instrument for transmitting human speech far away from the speaker is contained in much less than fifty years. The first exchange in Bristol was opened in December, 1879, by a group of progressive Bristolians, but so little was expected of this means of communication that in the first three months only twenty subscribers joined. Six years later a beginning was made in trunk lines by a link with the Bath Exchange. The arrangements at the National Telephone Exchange, in their recently erected buildings in Telephone Avenue, are far in advance of those which had in early days to serve in High Street. The number of subscribers in Bristol has risen to 4,817 (or 6,267 if outlying exchanges be included), while, on the average, each day 41,000 conversations take place through the company's wires.

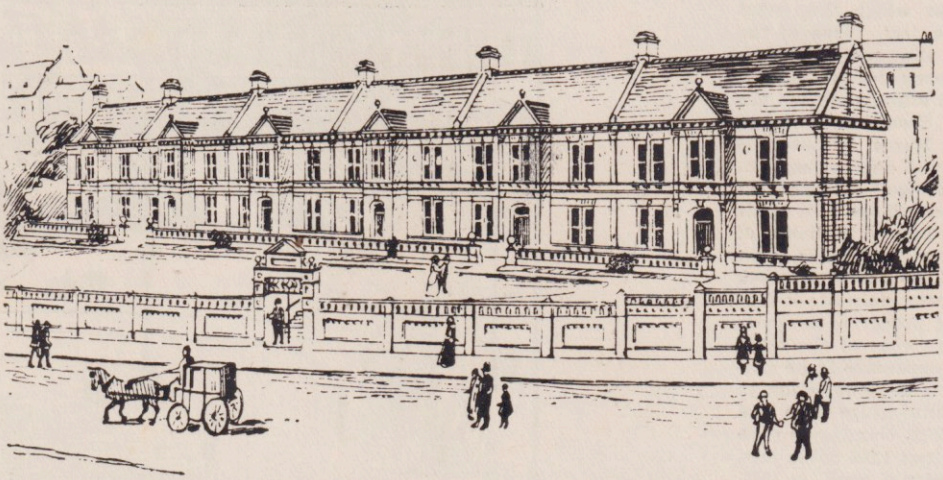
Telephone business also interests the Post Office. The Department retains control of the trunk line work, and will a few years hence take over the whole system. Telegraphic business has been affected by this newer method of communication. Nearly six hundred thousand trunk calls were made in 1908, of which it is a reasonable presumption that the greater number would, but for the telephone, have involved one, and possibly several, telegrams. Nevertheless, in 1909 over two and a half millions of telegrams were transmitted by the Bristol head office.

The following statistics of postal work in 1908 are compiled from official figures:—

Bristol Postal District.	1908.
Letters, &c., delivered	65,113,036
Letters, &c., posted	94,980,256
Parcels (parcel post) delivered	1,135,940
Parcels (parcel post) posted	1,300,468
Express services	7,929
Head Office.	
Money orders issued and paid	70,443
Postal orders issued and paid	596,896
Telegraphic money orders issued and paid	4,671
Savings Bank transactions	22,441
Prepayment of postage in money	£4,975
Telegraphic messages—	
Delivered	654,463
Forwarded	283,240
Transmitted	2,650,089
Trunk Telephone transactions	597,414
Number of—	
Branch Post Offices	3
Town sub-offices	80
Rural sub-offices	118
Money order offices	*149
Telegraph offices	*85
Pillar and wall letter boxes	461

* In addition to the Head and Branch Offices.

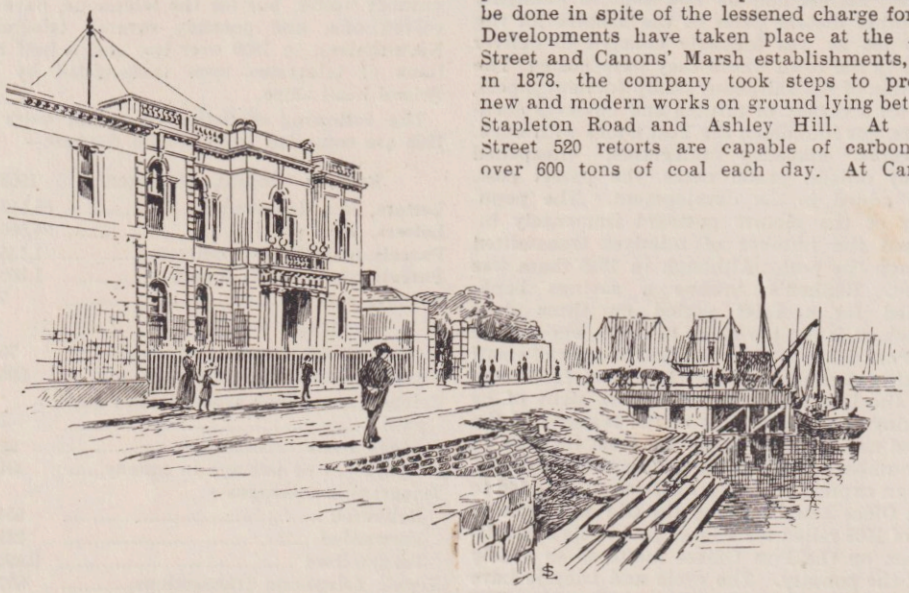
Mr Todd Walton, the postmaster in 1858, was succeeded by Mr E. C. Sampson, who held the position from 1871 to 1891. Then Mr R. C. Tombs, I.S.O., became surveyor and postmaster. Not only was he an enthusiast in postal work, but he has also become a postal historian, and his story of the "Bristol Royal Mail" enables interesting contrasts to be made between ancient and modern conditions. Mr Tombs resigned in 1905, and Mr J. W. Shergold, coming from Plymouth, succeeded him.



LADY HABERFIELD'S ALMSHOUSES, HOTWELLS; 1891.

GAS AND ELECTRICITY.

The title, "Bristol United Gas Light Company," was familiar to the citizens of fifty years ago, although it had not been in use more than six years. The wording suggested a history behind the name, pointing to the fact that two concerns once catered for the patronage of the public, and that in due time they joined forces and ended their competitive policy. The early days abounded in difficulties. The idea of making, storing, and distributing gas was ridiculed. The difference between inflammability and explosiveness was not fully appreciated, and a public supply was supposed to involve dangers which experience has proved to be almost non-existent. Probably when the enterprising Broadmead dyer, Mr Brièllat, lighted his shop and part of the street with gas, he did not realise that he was making a place for himself in local history. This was in 1811, and was the first experiment in street lighting with gas of which there is any record. Years were occupied in preliminaries connected with the development of the idea, but by 1817 a syndicate with gas works at Temple Backs was supplying 142 customers with gas, for which they were charged 15s per 1,000 cubic feet. Five of the principal streets were also illuminated by gas The Bristol Gas Light Company, formed in 1818, was the outcome, and a part still remains of the works established in Avon Street, St. Philip's. Five years later Canons' Marsh became the manufacturing headquarters of another concern —the Bristol and Clifton Oil Gas Company. As their illuminant cost the users £2 per 1,000 cubic feet, it might be thought it had little chance of being used. The coal gas was, however, poor in quality; that from oil produced a much brighter light, and if, as was claimed, it had four times the illuminating property, the price was materially cheaper than that of the other company. Oil became too expensive to be profitably used, and this led to an application to Parliament for power to manufacture from coal at Canons' Marsh also. Both companies then reduced their charge to 12s per 1,000 cubic feet, and the price was further reduced until, in 1852 it stood at 4s 6d. The amalgamation of the two concerns was effected in 1853, and in 1891 the title was shorn of its historic aspect, and became the Bristol Gas Company.



GAS COMPANY'S OLD OFFICE, CANONS' MARSH; 1892.

Improvements have occurred in the manufacture, quality, and use of gas since the amalgamation, and the utilisation of residual products has enabled a profitable business to be done in spite of the lessened charge for gas. Developments have taken place at the Avon Street and Canons' Marsh establishments, and, in 1878, the company took steps to provide new and modern works on ground lying between Stapleton Road and Ashley Hill. At Avon Street 520 retorts are capable of carbonising over 600 tons of coal each day. At Canons' Marsh 350 retorts have a capacity of over 350 tons; and at Stapleton 432 retorts can deal with 500 tons each day. From these centres by 350 miles of mains, gas is distributed over the thirty square miles served by the company.

When the perplexing problem of lighting by means of electric glow lamps was solved, many shareholders in the Bristol Gas Company were made anxious. It was not long, however, before it was realised that a great future for gas still remained. The merits of the gas engine led to its extensive adoption; gas fires and gas stoves won their way into popularity because of their convenience, and cooking by gas became the practice in tens of thousands of homes as the result of the Bristol Gas Company adopting the expedient of letting cooking stoves at a moderate rental.

The fact that a mantle constructed of cotton or other material, impregnated with certain chemical substances, gives out, when heated by a gas flame, an extremely brilliant light, ranks among the great discoveries of the age. Scientists may find the phenomenon difficult to explain, but the result has made an incalculable difference in gas lighting, if not in the gas bills. People have become accustomed to plenty of light, and large consumption has been encouraged by the reduced price per 1,000 cubic feet. Changed conditions and new uses have suggested another problem. The Gas Company supply gas for power purposes at 1s 6d per 1,000 cubic feet; the same price is charged the Council and other extremely large consumers. The question has presented itself to many minds —Is not the time coming when an even cheaper gas may be supplied, one with low illuminating power but quite suitable for new uses? Such gas is manufactured and widely applied to industrial purposes, but under present conditions its introduction by the Bristol Gas Company would necessitate a second system of mains. The problem remains to be solved, and meanwhile some power users have set up their own gas works, modern invention having produced a self-contained plant which works with cheapness and reliability.

GAS COMPANY'S OFFICE (WITH CLOCK TOWER); 1907.

The story of the gas supply in Bristol is very well told in official figures:—

BRISTOL GAS COMPANY STATISTICS.

Year.	Capital expended to date. £	Amount to credit of Reserv. Fund. £	Rates and taxes paid during year. £	Coal Carbonised. Tons
1862	255,388	15,287	1,294	47,910
1872	369,154	27,173	2,252	74,615
1882	697,110	38,146	5,587	109,218
1892	831,547	49,004	7,359	176,352
1902	1,158,814	106,470	8,962	239,650
1906	1,305,665	116,350	11,886	258,949
1907	1,343,002	118,995	12,542	270,051
1908	1,411,107	121,008	12,962	279,915

Year.	Gas made. (a)	Selling Price of Gas. (b)	Gas Consumption during daylight. (c)	Storage Capacity of Gas Holders. (d)	Total Mains laid. Miles
1852 ...	190	4/6	—	—	—
1862 ...	389	3/9	—	1,700,000	108
1872 ...	634	3/—3/6	—	3,400,000	150
1882 ...	1,010	2/10	—	6,600,000	208
1892 ...	1,658	2/10	435	8,300,000	264
1902 ...	2,285	2/3	904	15,000,000	338
1906 ...	2,560	2/-	1,093	15,000,000	355
1907 ...	2,597	2/-	1,153	15,000,000	358½
1908 ...	2,684	2/—1/6*	1,215	15,000,000	360½

(a) Millions of cubic feet. (b) Per thousand cubic feet.
(c) Millions of cubic feet. (d) Cubic feet.
The 1/6 is charged to large consumers and for gas engines.

Year.	Total Meters in use.	Prepayment Meters in use. (e)	Cookers on hire from Company. (f)	Public Gas Lamps in use.
1852 ...	—	—	—	3,004
1862 ...	—	—	—	3,308
1872 ...	15,800	—	—	3,732
1882 ...	19,916	—	—	5,083
1892 ...	22,384	20	2,196	6,733
1902 ...	35,225	6,955	19,560	8,943
1906 ...	47,616	16,157	33,693	9,325
1907 ...	50,111	18,447	36,483	9,404
1908 ...	52,596	20,640	39,390	9,462

(e) Commenced hiring out in 1891. (f) Commenced hiring out in 1888.

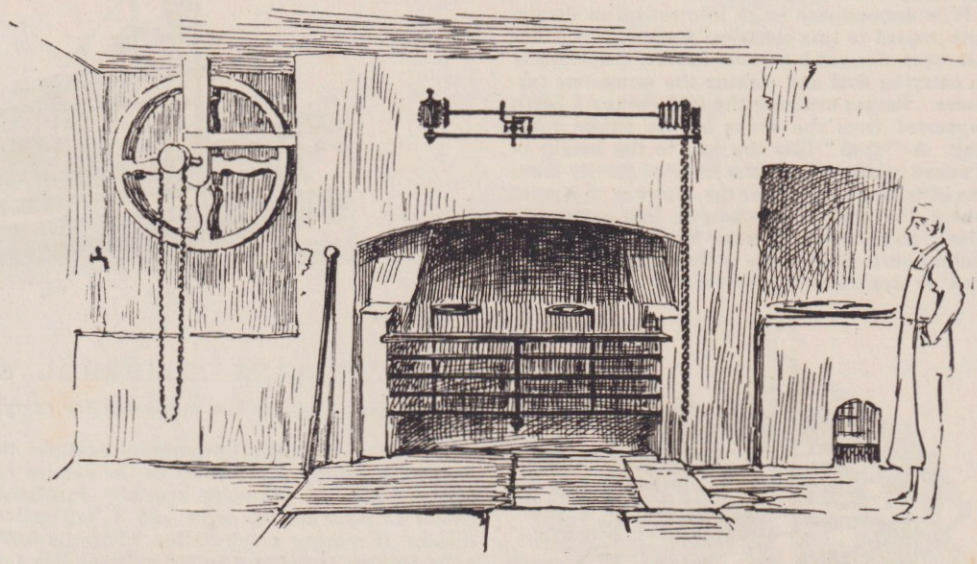
The company having added to their means of production, their power of storage, and their distributive system, in 1907 transferred the offices from the establishment on Canons' Marsh to a new building fronting Colston Street.

Mr J. Phillips is secretary of the Gas Company, and Mr Daniel Irving its engineer.

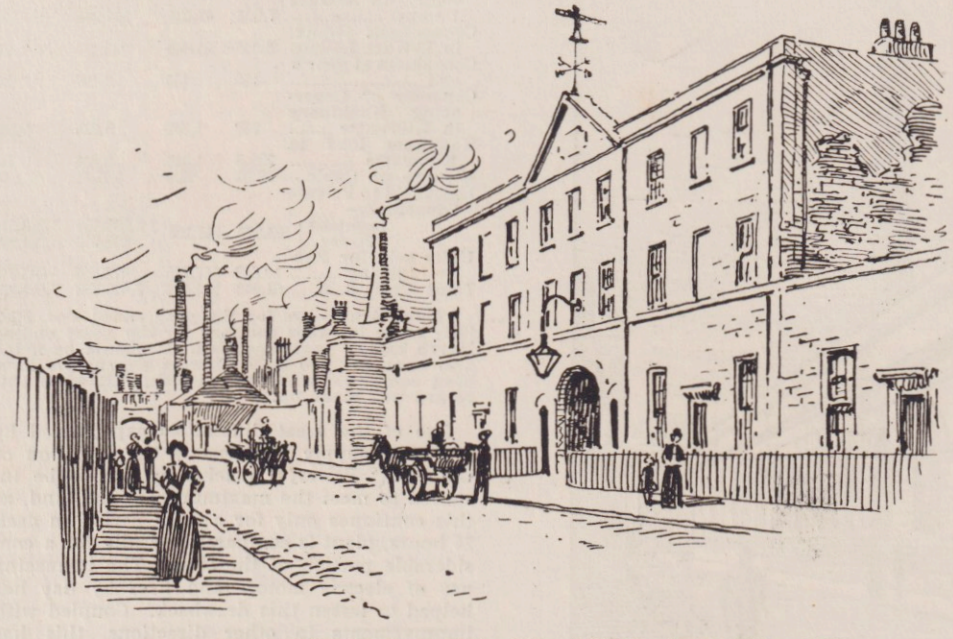
THE ERA OF ELECTRICITY.

The Corporation began to look into the question of electrical supply in 1882, but it was not until 1893 that the service was commenced. From that year the progress has been continuous and rapid, and there has scarcely been a time when extensions, called for by the growing demand for current, have not been in course of execution. The site at Temple Back was soon fully occupied by the extended generating station, and still more room being urgently needed, the Corporation went further afield, and, on a piece of ground ten acres in extent, lying between the Feeder and the tidal Avon, they began the erection of an additional station. The architecture is about as plain as it could be; but the structure was designed on a plan which has admitted new sections being easily added as necessity arose. Nearly the whole of the electricity is now generated at this Avonbank Station, and transmitted at high tensions to districts where appliances have been provided to transform it into current of the nature required by customers. There are no fewer than 82 sub-stations and seven kiosks, where this transforming work is effected.

The original station at Temple Back, while still serviceable to supplement the supply, is regarded as the most important of the sub-stations. Short although its history, it has not been uneventful. It was here the fire occurred on December 23rd, 1903, which temporarily plunged the principal streets and hundreds of shops and offices into darkness. The fire was attributed to a short circuit, which led to the burning of the switchboard, and the cutting off of the supply from Avonbank carried through the Temple Back Station. The disaster, inconvenient although it was, had one interesting effect. Bristolians, as they walked through streets plunged in weird darkness, and passed business establishments lighted by a few candles or a small lamp, had presented to their imaginations the gloom of streets and shops in the period which preceded gas and electricity. Imagine Wine Street at the beginning of the nineteenth century, when the number of candles illuminating each shop-window was by an understanding limited to two, and contrast the picture with that of our own time. The thoroughfare is literally ablaze with light on a winter evening, not from the Corporation street lamps, but from those installed by the shopkeepers. Wine Street is of no great length, yet on a December evening in 1908 at least 85 brilliant arc lights could be counted in that one thoroughfare, the candle-power of any one of which would probably have exceeded the total illumination of the street a century ago. These lamps were all in the street; within the shops thousands of electric glow lamps shed brilliance on the wares and their purchasers. The switchboard fire had another result. It led to the adoption of the best plans that experts could suggest for preventing a recurrence of such an accident.



ANCIENT KITCHEN RANGE, COLSTON PARADE, REDCLIFF.

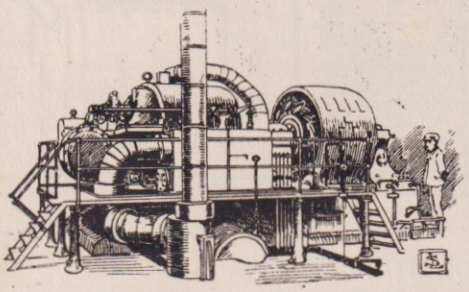


GAS COMPANY'S WORKS IN AVON STREET; 1902.

The Corporation, in their cautious commencement of their electrical enterprise, introduced comparatively small dynamos. No prophet had arisen who could say how quickly they would need larger ones. From generators of a few hundred kilo-watts, a striking tendency towards larger units manifested itself, until there has been reached the two 3,000 kilo-watt alternators installed in 1908 in the Avonbank Station. Another change has occurred. The steam-turbine has entered into competition with the older system of reciprocating engines, with the result that a 3,000 kilo-watt turbo-alternator presents an appearance totally unlike its larger, but less powerful, reciprocating neighbour. Enormous speed in revolution is manifested by these steam turbines used for electrical work at Avonbank. The turbine shaft also forms the axle of the revolving part of the dynamo, which is driven round, in one case, with a velocity of 2,790 revolutions per minute. Imagination may be stimulated by an illustration. Suppose a cyclist whose driving wheel is geared to 72 inches, could pedal as fast as this turbine goes round, he would cover more than ten miles per minute. The journey from Exeter to London would occupy less than twenty minutes. The 3,000 kilo-watt alternators

have barely half this speed, the exact figures being 1,400 revolutions in one case and 1,500 in the other. Even this is impressive, when the weight and complexity of the moving mechanism are considered.

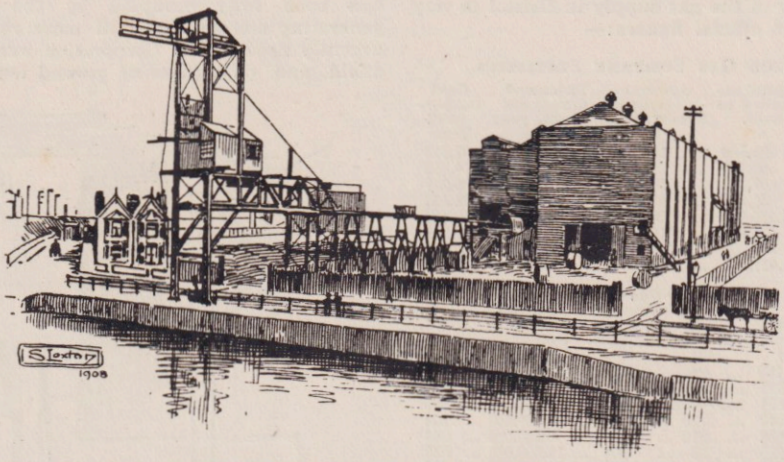
It is unnecessary to go into technical details with regard to this electrical station. Its plant has been designed to save labour, particularly in carrying coal and stoking the numerous furnaces. Barges bringing the fuel occupy a berth separated from the works by the public roadway. A "grab" lifts the coal to the height of a raised platform, and the force of gravity takes the little truckloads over the highway to a point where the coal is discharged into conveying plant, and carried to huge bunkers above the boiler-house. From there it descends through the stoking apparatus to the furnace mouth. The



STEAM TURBO-ALTERNATOR; 1908.

(One of the 3,000 kilo-watt machines.)

conveying plant, all of which is driven by electricity, has a capacity of forty tons per hour, and the coal passes over an automatic weigh-bridge on its route. The absence of tall chimneys is another noticeable feature. The steel smoke-stacks scarcely rise above the roof of the station. Instead of depending for draught through the furnaces due to the ascending column of hot air in a lofty chimney, the required result is produced by fans at the base of each stack. With them the induced air current can be regulated to meet the needs of a varying load.



AVONBANK ELECTRICAL STATION, ST. PHILIP'S; 1908.

(The sketch shows the apparatus for carrying coal from the Feeder Wharf to the Works.)

Electricity from the Corporation Stations in St. Philip's plays many parts in the service of man. Conducted through specially insulated cables to Avonmouth, eight and a half miles distant, it reaches a sub-station where its 6,000 volts tension is reduced to 500 volts or less for local use. Electric cranes lift the cargo from the holds of incoming steamers, belts driven by electric motors carry grain which used to be borne on the backs of the corn-porters. The linotype machines which translate these words into metal for the printer's purpose, are driven by electrical energy. Organ-blowing, bottle-washing, screw-cutting, hair-brushing, coffee-grinding, laundry work, sewing machine operation, bread-kneading, sausage-making, polishing by lathes, picture-frame making, are among the many uses to which electrical power is put. Passenger lifts are operated by it; the dentist utilises it as he proceeds with the repair of his patients' teeth; the watchmaker finds it serviceable, and so do men engaged in almost every phase of industry. In many an office the cheerful glow of an electric fire helps to lessen winter gloom; and the citizen who visits the civic electrical establishment in Colston Street will find at his disposal apparatus which will warm his shaving water, keep the kettle hot for afternoon tea, maintain the laundress's flat-iron at the required temperature, and perform a variety of other duties. Even the Gas Company use electricity. Current, of their own production, is used to drive electric motors which economically perform various operations at the Canons' Marsh and Stapleton works. Bristolians were slow to take advantage of the uses of electricity in fields other than lighting, but they have done so in recent years to such an extent that the current supplied to private consumers for power and heat exceeds that sold for light. Progress may be stated statistically:—

BRISTOL MUNICIPAL ELECTRICAL STATISTICS.

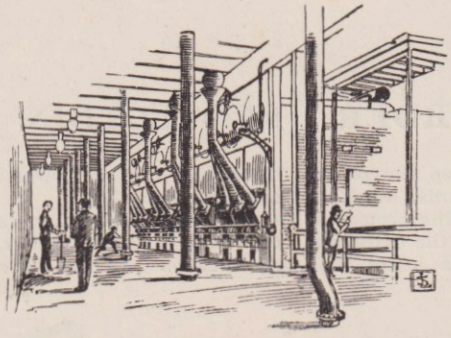
	*1893.	1898.	1903.	1908.
Public Arc Lamps..	90	105	310	693
Motors used by Customers	—	5	249	917
Motors and Heating Apparatus—aggregate H.P.	—	19.53	1,288	7,103
Lighting and Heating Apparatus (equiv. in 30-Watt Lamps)	7,903	49,231	144,866	224,288
Connections (equiv. in 30-Watt Lamps)	9,403	51,495	182,134	409,424
Consumers at year's end	120	749	2,097	3,096
Capacity of Generating Machinery in Kilowatts	700	1,972	5,036	9,050
Maximum load in Kilowatts	225.5	1,010	2,831	5,942
Mileage of Cable...	20.01	92.9	181.41	311.99
Units sold to Private Consumers—				
Lighting } Power }	53,829	743,163	2,245,035 / 688,740	3,088,005 / 3,718,296
Units sold for Public Lighting	10,019	167,725	475,983	843,773
Total Units sold ...	63,848	910,888	3,409,758	7,650,074

*These figures are for the year ended Dec. 31st, 1893; those in other columns for the years ending March 25th of years specified. It should be noted also that the two 3,000 kilowatt alternators have been completed since March 25th, 1908, when this return was made up.

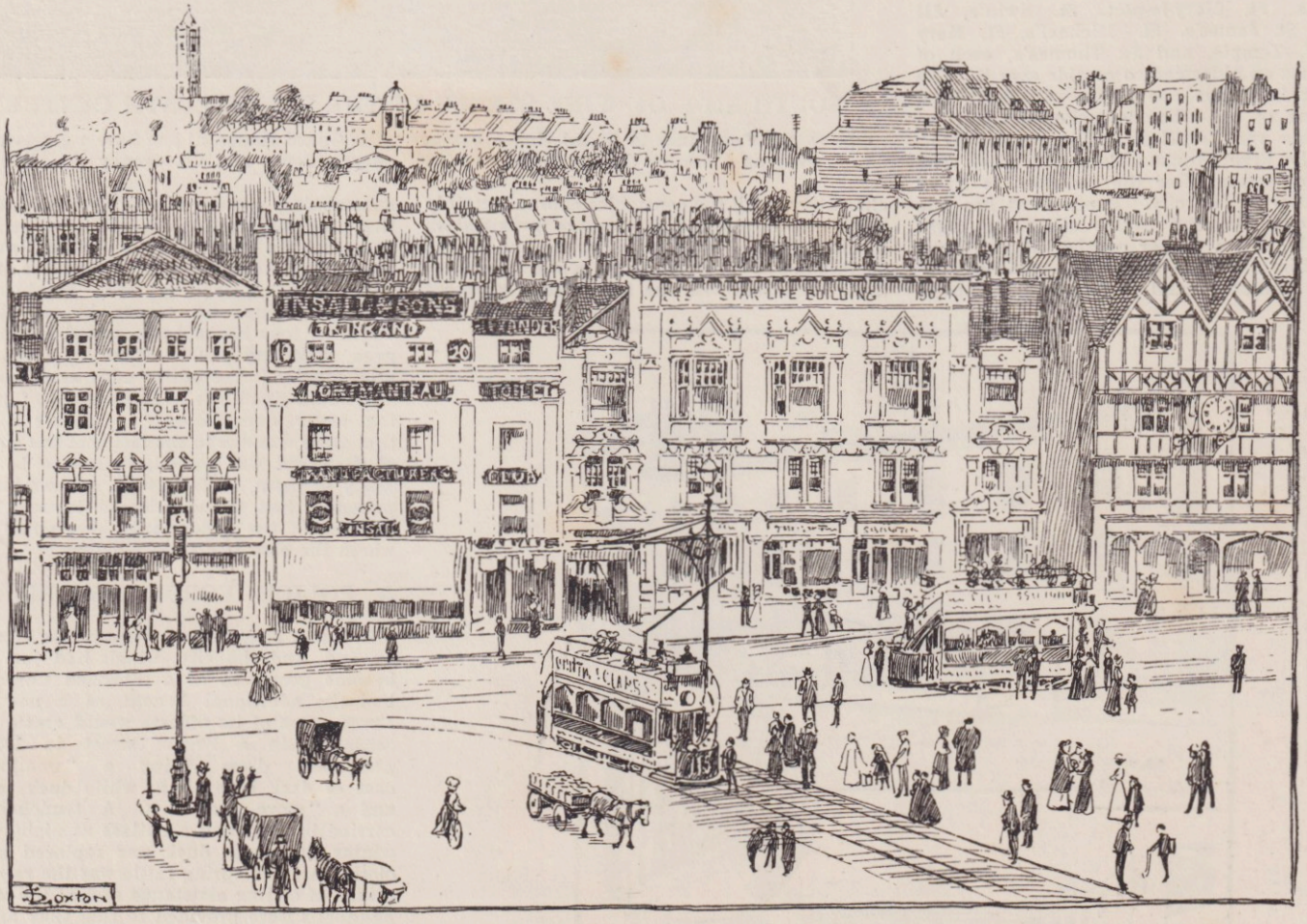
ELECTRICAL STATION, TEMPLE BACK; 1908.

One of the great difficulties experienced by electrical supply concerns is the variation of the load. Powerful machinery has to be installed to meet the maximum demand, and, as this continues only for a brief period in each 24 hours, plant is comparatively idle for a considerable portion of the time. The increasing use of electric motors and fires by day has helped to lessen this drawback. Coupled with improvements in other directions, this has materially reduced the cost of generating current since the earlier years of the Bristol concern. In 1895 the weight of coal and other fuel consumed was 18.75lb. per unit sold; in 1908, at Avonbank, where the bulk of the generation is now done, it had decreased to 6.791lbs. The

gain in economy may be stated in another way. In 1893 the total cost of generation (apart from interest on capital and sinking fund) was 9.8d per unit; in 1894, when the works were in better running, it was 4.57d. In 1908 that expense had been reduced to 1.077d. The "works cost"—(comprising coal, oil, water, &c.; wages of operatives, as distinct from salaries of those engaged in the management; repairs and maintenance)—amounted in 1895 to 1.96d per unit sold. In 1908, at Avonbank, that figure had fallen to .524d per unit. The capital debt of the undertaking on March 25th, 1908, amounted to £772,376, against which, however, £136,625 had been put aside for the purposes of redemption. The reserve for renewals fund then stood at £17,059, and funds carried forward amounted to £6,981. During the history of the enterprise (in its early years) £13,904 was received from the civic rates. With this exception, the whole of the redemption, reserve, and unappropriated funds have come from the profits of the undertaking. The policy of the Electrical Committee has been to give consumers the advantage of the lessened cost rather than to aim at an earning sufficient to make a direct contribution to the civic exchequer. The revenue in the early years was approximately 5½d per unit. That has fallen, owing to reduction in price, to an average of less than 2½d. From the outset of the enterprise Mr H. Faraday Proctor has been electrical engineer, and Mr Frank W. Prosser secretary and accountant to the committee, the chairman of which is Alderman George Pearson.



AUTOMATIC STOKING AT AVONBANK; 1902.



VIEW ACROSS ST. AUGUSTINE'S BRIDGE, FROM ST. STEPHEN'S CHAMBERS; 1905.

LAW AND ORDER: PROTECTION FROM FIRE.

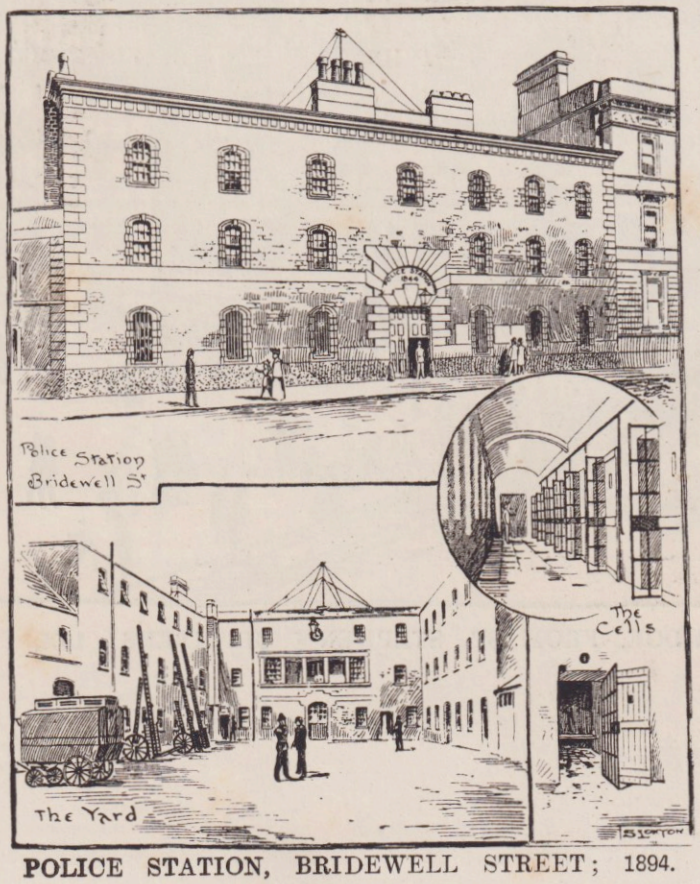
Although the accompanying picture of old Wine Street represents the conditions of the far distant past, its central feature, Guard House Passage, continued to exist until 1880, reminding those, who knew the story, of the opening chapter in the history of the Bristol Police Force. To twentieth century readers the machinery for securing the observance of law and order in former times savours of the burlesque. The inhabitants who suffered from its imperfections, however, had no higher standard with which to measure their own system, and, although complaints were many, the idea of drastic reform was long in maturing. Indeed, the system in force about 1825 appears to have met with the approval of the author of the Bristol Guide then published. His words suggest other contrasts with the present besides those connected with law and order:—

"Every Mayor is allowed £2,000 from the chamber of Bristol, to support the dignity of his office, and the two Sheriffs have £400 each. This city is divided into twelve wards:—Trinity, Castle Precincts, St. Stephen's, St. Nicholas, St. Mary-le-port, St. Ewin's, All Saints', St. James's, St. Michael's, St. Mary Redcliff, Temple, and St. Thomas's, each of which has an alderman to preside over it. The recorder is always one of the aldermen, and by virtue of his office is reckoned the principal; his ward is Trinity. The present recorder is the Right Honourable Lord Gifford. The senior alderman after the recorder, is stiled the Father of the city. Every ward has one chief constable, and twelve others; a night constable, and a proper number of watchmen under him; so that the whole posse commitatus is numerous, and in general sufficient to keep the peace. There are for the several wards, watch and standard boxes."

The protection afforded the citizens, in spite of the optimistic declaration of the old writer, was better in theory than in practice. The characters of all the constables chosen certainly would not have stood very severe investigation if the historian is to be believed; and at the beginning of the century, while some of those connected with the force were "worn-out servants of members of the Corporation," actual complicity in crime was occasionally suspected. Moreover, large districts were without a single lamp or a single officer on night duty. A gleam of light is thrown on the constabulary system of 1820 by a statement in that year published in a local newspaper. "We hear that the inhabitants of College Green and its vicinity have enrolled themselves, for the purpose of patrolling the neighbourhood nightly, during the winter, by an alternate watch of four hours each, armed with a bludgeon, dirk, and pistol. Were this plan generally adopted," the editor adds as a comment, "it would doubtless be the means of preventing many depredations." Another difficulty that arose was due to the fact that the alderman of the ward was sometimes not to be found. Many of them, in fact, were non-resident, and prisoners had to be released because of the absence of the aldermanic magistrate before whom the case had to be brought.

SOUTH SIDE OF WINE STREET IN THE SEVENTEENTH CENTURY.

(Showing the entrance to Guard House Passage. The Guard House, at one time a garrison, was used as a Central Police Station in 1836. Messrs Jones and Co. occupy the site.)



POLICE STATION, BRIDEWELL STREET; 1894.

A POLICE FORCE ESTABLISHED.

In June, 1836, the old system was brought to an end, and the city, which had just before become possessed of a reformed Corporation, had the additional benefit of a new Police Force. One of its officers would create a mild sensation in a Bristol street in 1909, the prescribed dress being a "swallow-tail" coat of dark blue cloth, white duck trousers, and a "stove-pipe" hat. A truncheon was carried by day, and a cutlass at night, and in winter the white duck was replaced by blue cloth. A large spring rattle was the recognised means of calling assistance, and, at the stations, handbells were provided so that they might be carried into the street and rung to give an alarm of fire. The Guard House off Wine Street then became the Central Police Station, and there are some living who clearly remember seeing prisoners taken to that old building. There were also Police Stations at Bedminster Causeway, Brandon Hill, and Trinity Road, St. Philip's; and the Force, at its commencement, June 25th, 1836, consisted of one superintendent, four inspectors, 24 sergeants, 197 constables, and one officer who acted as clerk,

making a total of 227. In 1842 the Guard House was condemned, and a Central Station was built in Bridewell Street in 1844; in the year following the strength of the Force was increased by 20, and in 1857 50 more were added.

In organisation, in jurisdiction, in responsibilities, and in the stations a considerable change has since occurred. Boundary extensions in 1895, 1897, and 1904 brought in a large area formerly attached to the Lawford's Gate Police Division, the petty sessional business of which was conducted at Lawford's Gate Court. It also added to the city a slice of Somersetshire. Among other developments have been the establishment of a Detective Department, and of a special body of River Police, whose duty is chiefly connected with the wharves and shipping; the creation of four divisional areas, the police of which are distinguished by a distinctive letter; the improvement of old stations, and the erection of new; and the establishment of a Civic Fire Brigade. The four divisions were continued when enlargements of the boundary occurred, the added districts being allotted to one or other of them. Instead of

A "CHARLEY."

POLICE CONSTABLE; 1909.

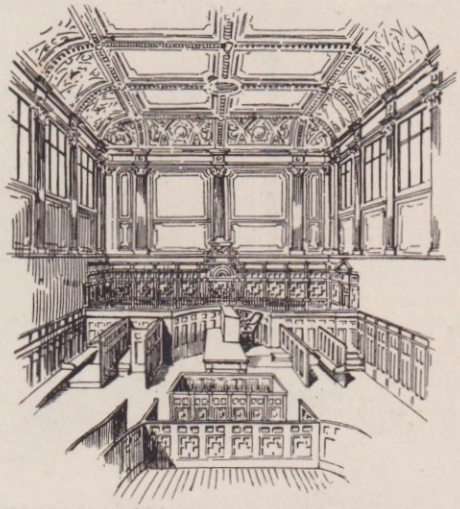
(The police uniform is of dark blue cloth; the belt black; the division letter, number, and helmet decorations are of silvered metal.)

four Police Stations in the municipal area as in 1858, there are sixteen, several of which have fire equipment. "A" Division includes the Central Station, Bridewell Street; the Water Police Station, near Prince Street Bridge; and a station at Horfield. "B" Division comprises Bedminster Police Station, erected in 1882, and stations at Brislington and Knowle. "C" Division extends to Avonmouth, and includes stations at Brandon Hill, Westbury-on-Trym, Redland, Stoke Bishop, Shirehampton, and Avonmouth. "D" Division embraces the St. Philip's Station in Trinity Road, and stations at St. George, Eastville, and Fishponds. There is also a lock-up at Cumberland Basin.

The accommodation afforded by the Central Station having been the subject of serious complaints, the Watch Committee, with the approval of the Council, prepared a scheme for new buildings. Property was acquired in the vicinity of the Station in order that the area embraced by Bridewell Street, Silver Street, and

BRISTOL POLICE UNIFORMS.

(The three police uniforms, beginning with the officer wearing the "stove-pipe" hat, respectively represent the dress in 1836, about 1850, and 1865.)



ONE OF THE POLICE COURTS; 1903.

(Situated in Bridewell Street.)

Nelson Street might become available for this purpose. The modern Police Courts stand upon part of the ground so bounded, and, under the scheme, the remainder of the land would have been occupied by buildings for the Police and Fire Brigade, to be erected at an expense of something like £50,000. The costly nature of the enterprise, coupled with the heavy calls made upon the ratepayers, induced the Council to defer action, but, in 1908, a temporary structure was erected to improve the accommodation for the fire appliances. This building was placed on ground at the corner of Bridewell Street and Silver Street, which, in 1894, had been cleared by the demolition of a well-known inn, the White Lion.

The head of the Police Force in 1858 was Superintendent J. Sims Handcock. Mr E. W. Coathupe and Mr H. Allbutt in turn held the position, and were styled Chief Constables. Then came the present Chief, Mr James Cann.

PROTECTION FROM FIRE.

Fifty years ago the protection of the public

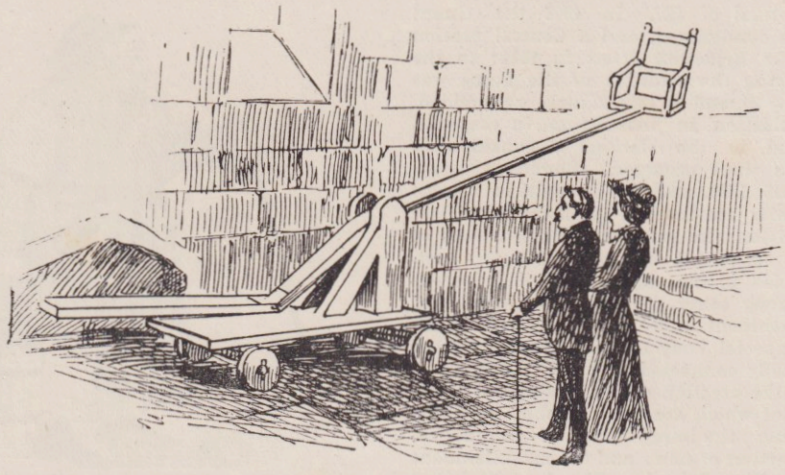
FIREMAN; 1909.

(Firemen wear a uniform of thick dark blue cloth, a waist belt, top boots, and a helmet of a very substantial character.)

against fire was left to the insurance companies. The Sun, Norwich Union, West of England, Royal, Imperial, and the London and Globe engaged in this work, and each supported an officer and six firemen. Several serious fires in 1876 called attention to the provision for coping with this risk, and in 1877, all these companies, with the exception of the Imperial, gave notice that they would no longer keep up their brigades. The Council had, therefore, no alternative but to accept the responsibility. It was subsequently decided that the Civic Brigade should be part of the Police Force. The brigade thus formed consisted of a superintendent and twelve additional policemen. It has since been enlarged to about three times the original strength, and in December, 1908, consisted of one superintendent (Mr Gotts), one inspector, five sergeants, and 32 constables, a total of 39. These numbers are included in the following statement of the Police strength:—Chief Constable 1, superintendents 6, inspec-

tors 26, sergeants 80, constables 453; total 566.

In fire equipment an enormous advance has been made, and the modern steam and motor appliances present interesting contrasts with the manuals of earlier times. These ancient machines, dependent as they were on human muscles, probably could never discharge more than 250 gallons a minute, and then only when relays of helpers were at hand to keep them in operation. In Fire Brigade history, 1908 will be remembered as a year in which a considerable advance was made in the equipment designed to protect Bristol against fire. Prior to that period the city was without street fire-alarms, fixed in various parts of the municipal area in order that an outbreak could be quickly notified to the Brigade. The telephone, widely as it has been adopted, did not fully meet the need, although it has proved of great service in very many instances. It was decided by the Watch Committee and Council that alarms should be placed at suitable positions in the streets, where anyone, becoming aware of a fire, could signal the information to the Brigade without loss of time. Fifty alarms were consequently dotted over the city, each in electrical connection with the Central Fire Station in Bridewell Street. To give an alarm it is necessary to break a small pane of glass in the street apparatus, and press down a little handle which then springs forward. The result is that a big gong sounds at the Fire Station, and the locality from which the signal has come is revealed by the number being displayed on an indicator. In addition to this, a record of the notice, and of the time, is automatically punched upon a paper tape, and the call is passed on to sub-stations supplied with similar gongs, indicators, and recording mechanism. By the firemen the street signal-box can be used to speak through to the Central Station, a pocket telephone being attachable for this purpose.



A DUCKING-STOOL.

(The sketch illustrates one of several types of ducking-stool. That used for the punishment of Bristol women found guilty of "common scolding" was placed upon the banks of the Weir.)

THE STOCKS.

(According to Mr Latimer, the last record of punishment by the stocks in Bristol occurred in August, 1826. Two labourers were "exposed for three hours in the stocks on Redcliff Hill," for participating in a noisy carousal in Redcliff churchyard.)

While the method of signalling a fire was thus improved, the appliances for coping with it were also much strengthened. Prior to 1908 the principal items in the equipment of the Brigade were three land steamers, two floating steamers, two tenders, five fire escapes, a chemical engine, and numerous hose-carts. The steamers and floats had again and again rendered good service, and the latter are capable of throwing an enormous quantity of water upon burning river-side premises. The following important additions were made:—

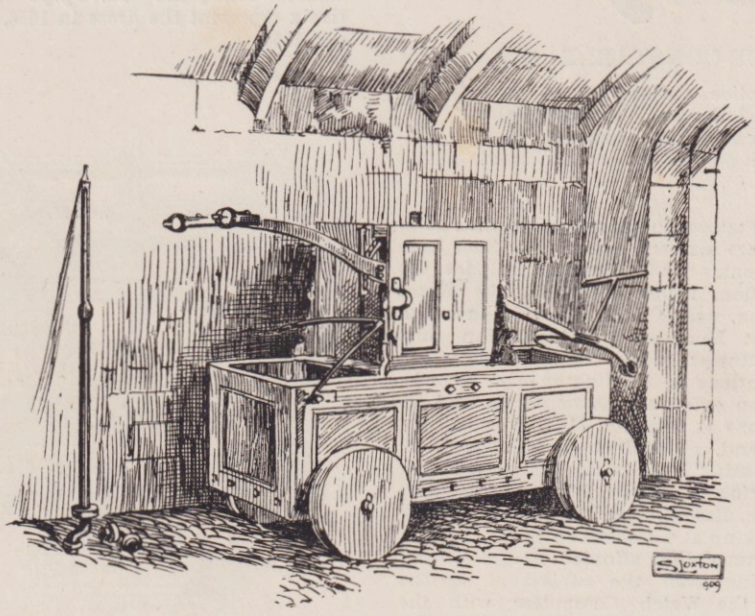
One Morris turntable water tower fire ladder, 72ft. high, for horse traction.

Two combination hose tenders, with detachable 50ft. fire escapes, and 30-gallon first-aid fire engines, also for horse traction.

Two 50-h.p. petrol motor traction hose tenders, equipped with 50-gallon first-aid fire engines, one carrying a 45ft. escape, and the other a 35ft. portable Ajax expansion ladder.

The water tower is an ingenious arrangement of ladders, carried on a very substantial base. The ladders occupy small space when proceeding to a fire, but, on arriving at the spot where they are required, a gas-engine, forming part of the machine, is used to lighten manual labour in operating them. They can be extended to a height of 72ft., and inclined so that a fireman may play upon a fire from above the burning building. A special kind of hose is carried to the extreme end of the tower, and is there attached to a fixed branch working on a swivel. The fireman employed on duty at this dizzy height secures himself to the ladder by a chain attached to his belt, and the arrangement of the branch is such that he is enabled to have both hands free.

In the description of the motor-engines the phrase "first-aid" appears. It usually suggests such training as that given by ambulance societies. In the fire-brigade sense it involves



AN ANCIENT FIRE-ENGINE.

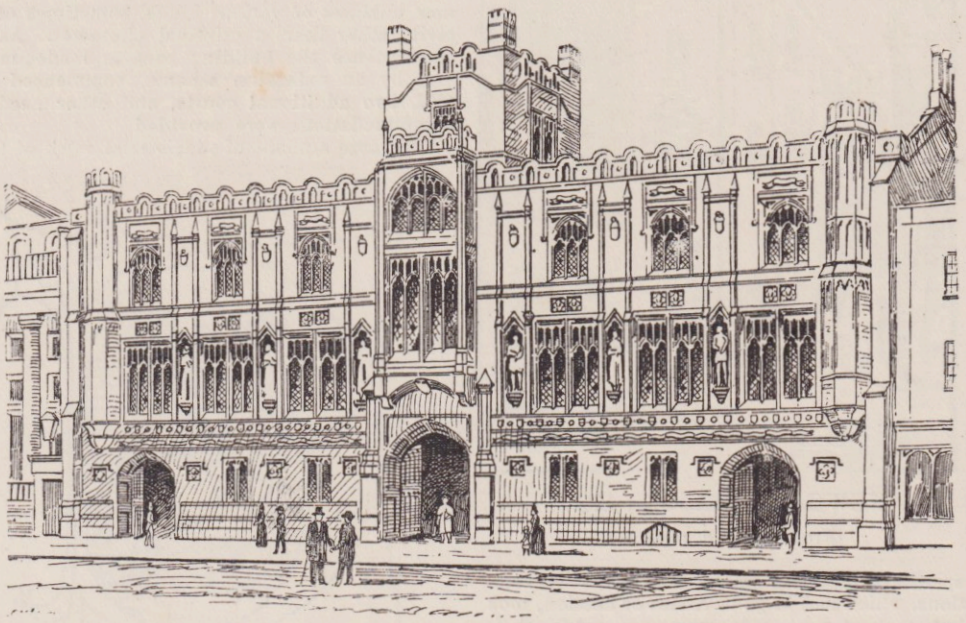
(This engine served Redcliff parish, and is still housed at Redcliff Church.)

the effort to reach a burning building in the quickest possible time, and the endeavour to extinguish the fire with a chemical solution. To these handy machines the propulsive power of the petrol motor has been applied, and tests in December, 1908, showed that an engine, carrying its store of chemical solution; an escape, 45ft. in length, 1,000ft. of hose and fittings, a couple of hand extinguishers, powerful electric lamps, and the means for supplying the current to them, and ten firemen, could travel at great speed on the flat and mount considerable hills. One of the machines, with lighter ladders than the other, successfully travelled up St. Michael's Hill. A second, which, in consequence of an extra load, weighed 15cwt. more, was driven half-way up that extremely steep gradient, and then turned back.

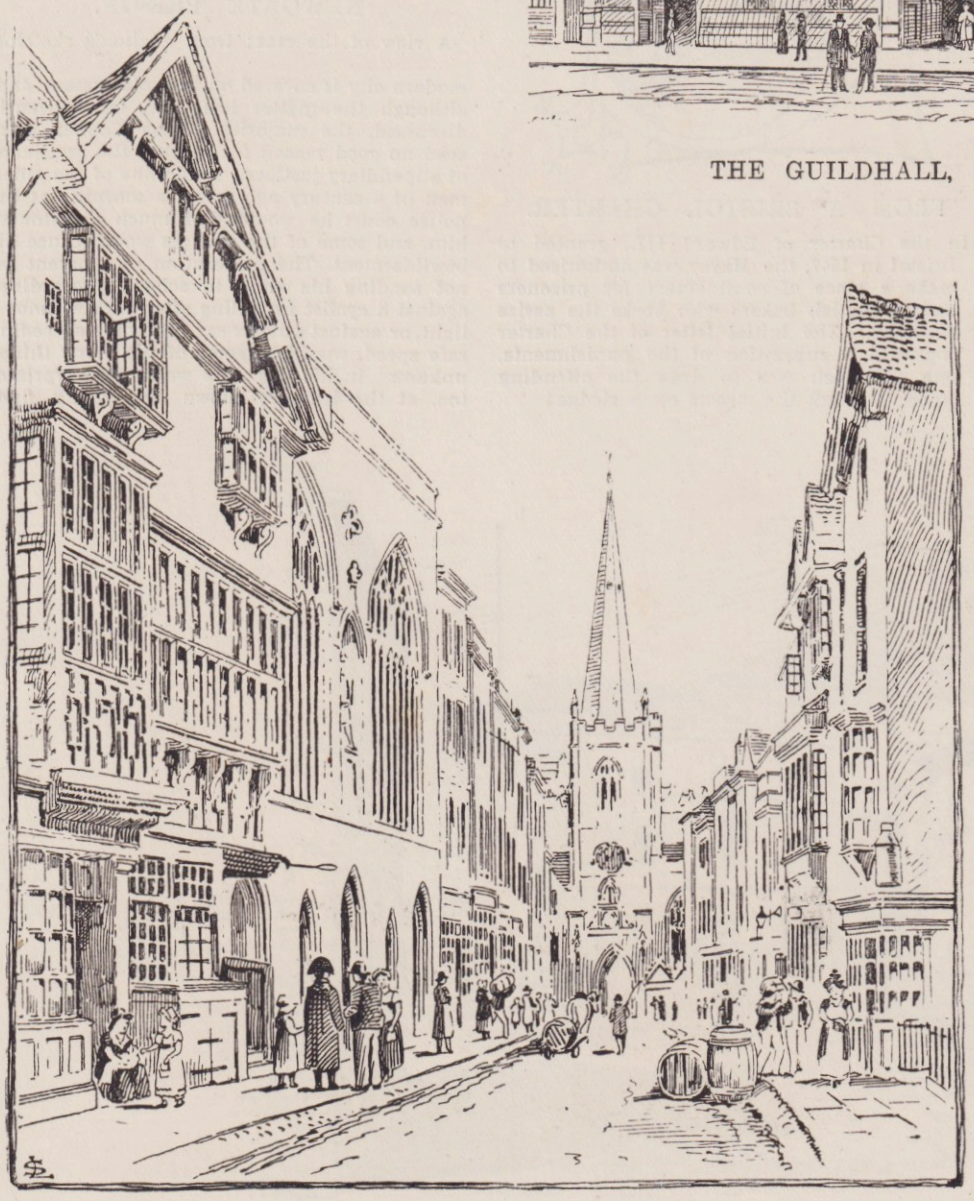
In order that firemen may have assistance in case of need, the members of the River Police are all instructed in such duties, and, in addition, every constable, upon joining the force, goes through a week's training under Superintendent Gotts.

The Police have the advantage of a superannuation system, under which the Council grant pensions upon a prescribed scale to those who can show 26 years' approved service. In 1907-8 £11,905 was paid in this way, besides £588 in gratuities to constables and their widows. The major part of the Pension Fund is derived from Exchequer contributions, but a considerable sum is received from the police themselves, a deduction being made from the pay of officers and men for this purpose. Smaller additions to the fund come from penalties awarded by the magistrates, payments to the police for special services, for taking charge of warehouse keys, and from other sources.

The Bristol Police and Fire Brigade Children's Home, situated at 6, Cotham Park, is managed by a committee representing the force. About twenty children, who have lost one or both parents, or who, for other reasons, are deemed eligible for admission, can be accommodated at this home. The Police Sports, held annually, is one of the means by which the cost of this useful institution is met.



THE GUILDHALL, BROAD STREET; 1889.



BROAD STREET IN 1823.

(The view shows the former Guildhall on the left, and St. John's Gateway and Church in the distance. The niche between the pointed Guildhall windows contained a statue of Charles II.)

POLICE COURTS AND THEIR WORK.

The Police Court and the Corporation for many years met under the same roof. What a peculiar little place that old court was! It has ceased to exist, but imagination can bring it again before the mind's eye. It was a small room, oblong in shape, with the floor space having a variety of levels. Highest of all were the magistrates at the end of the room, with a desk and table in front of them. On the next tier were the magistrates' clerk, with the witness-box within a yard of him on the right hand, and the solicitors in the case squeezed in the narrow space to his left. A prisoner, coming up from some mysterious underground region, appeared in the well of the court (considerably below the level of other parts of the room), ascended several steep steps until he stood at the edge of the table, separated only from the magistrates' clerk and the advocates by the row of law books kept there for reference. The reporters had a little desk at right angles to this table and within a foot of the culprits. Human nature had its limits of endurance, even in the matter of the varied odours discernible when prisoners were numerous, and, upon a signal, the usher set in operation a contrivance which, with a vigorous hiss, emitted a cloud of medicated steam, and the aroma changed from that of "a pestilential prison" to that of a druggist's store. Projecting at the end of the court furthest removed from the magistrates, was a little glass cupboard with a desk in it, and every now and then a recruit was brought into this to make a declaration. Magisterial business was transacted at a great rate thirty or thirty-five years ago. Trivial cases were rattled through in the

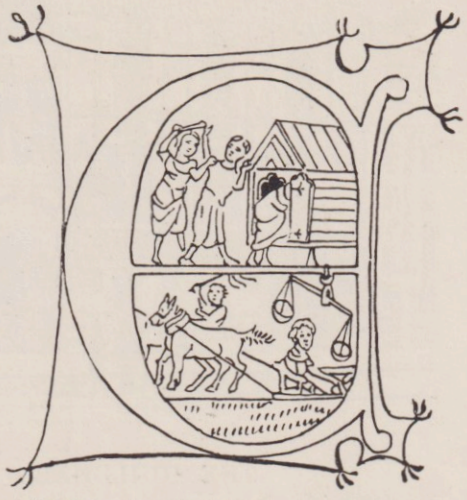
NEWGATE PRISON; 1819.

(From an old picture.)

speediest manner, and even serious prosecutions, which had to go to Assize or Session, took but a short time, for witnesses made their statements, and, if committal followed, they had to repeat their evidence in the adjoining office in order that the deposition might be written out. For years this was regarded as sufficing for the majority of prosecutions.

The Council House petty sessional accommodation, inadequate as it was, served the purpose until May, 1880, when the new court in Bridewell Street was opened. This had been erected by clearing a site next to the Central Police Station, and, besides rooms and offices for the magistrates and their clerical staff, it had two courts, one a large and the other a small room. At times it became necessary to arrange for a third court, and then business was conducted in a long apartment in the upper part of the buildings. Time brought not only a great increase in the population and in area served by these courts, but also introduced new business of various kinds, sometimes of a civil rather than a criminal character. As a consequence the building became inadequate, and by an extension scheme, commenced in 1902, two additional courts, and other needed accommodation, were provided.

The large amount of magisterial work of the modern city is covered on the rota system, and, although the matter has been intermittently discussed, the majority of the Council have seen no good reason for seeking the assistance of stipendiary justices. Could one of the aldermen of a century ago spend a morning at the police court he would find much to astonish him, and some of the charges would cause his bewilderment. The prosecution of a parent for not sending his child to school, proceedings against a cyclist for riding after dark without a light, or against a motor-car driver for exceeding safe speed, would be some of the many things unknown in his day. He would be surprised, too, at the leniency shown the young, first-

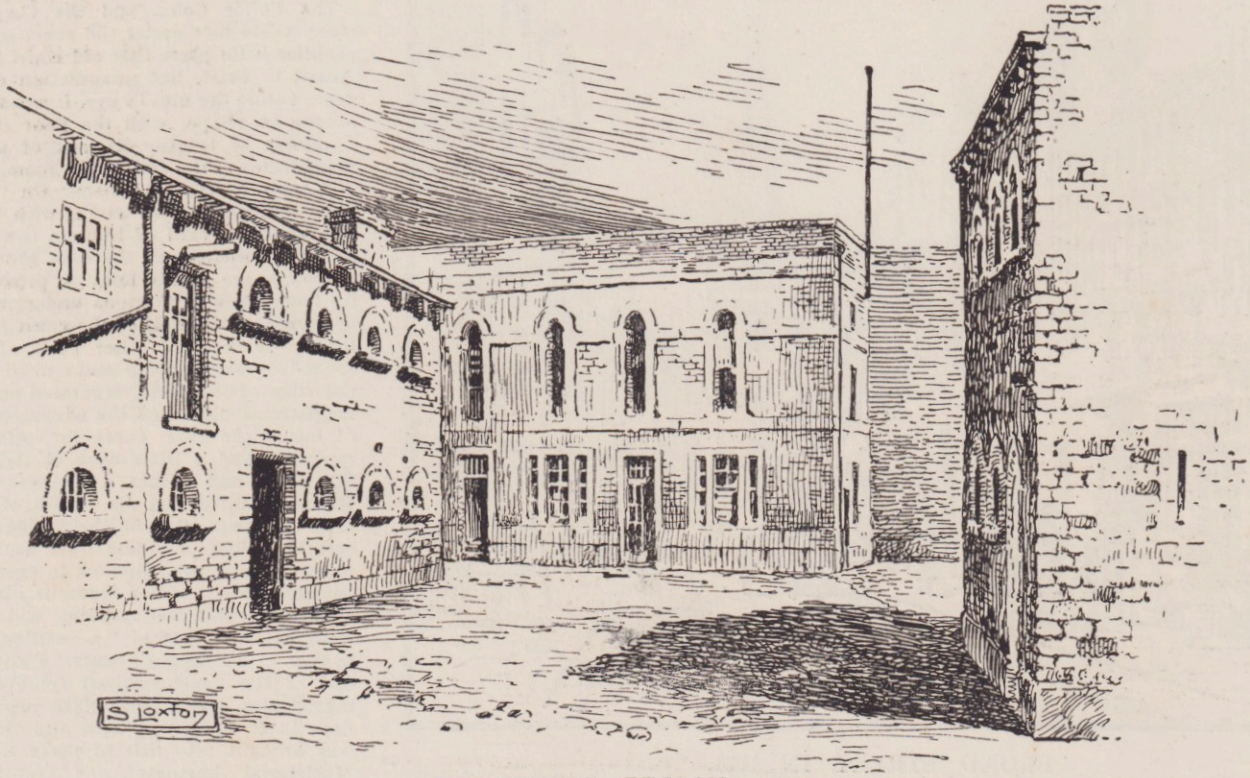


FROM A BRISTOL CHARTER.

(In the Charter of Edward III., granted to Bristol in 1347, the Mayor was authorised to make a place of confinement for prisoners and to punish bakers who broke the assize of bread. The initial letter of the Charter conveyed a suggestion of the punishments, one of which was to draw the offending trader through the streets on a sledge.)

NEWGATE PRISON.

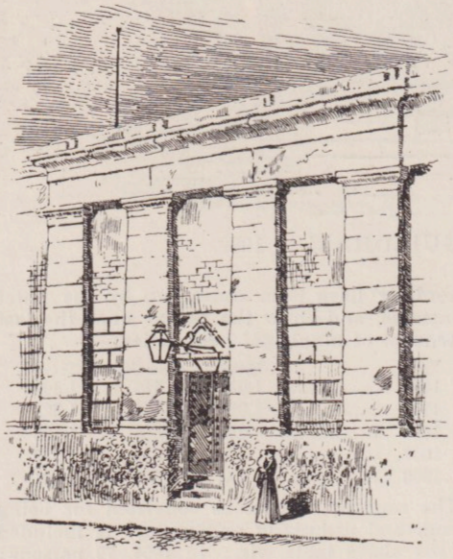
(A view of the rear; from Skelton's sketch.)



BRIDEWELL PRISON; 1906.

(The last relics of the prison were swept away in 1907.)

offenders being saved the disgrace and the dangers of a term at prison, and an attempt, however inadequate, being made to emphasise the reforming side of judicial work. The representative of old Bristol might look upon the decision that children should be kept distinct from adult prisoners and separately charged, as an unnecessary refinement, and, unless possessed by ideas far in advance of his day, he would probably regard as a dangerous course the imposition of a small fine for offences once punished with transportation and even death. Yet crime in Bristol has undoubtedly diminished, and, while the police force has certainly not become less effective, Alderman A. J. Smith was able to tell an audience in November, 1908, of fewer arrests than



THE DEMOLISHED BRIDEWELL; 1895.

(The entrance was from Bridewell Street.)

in 1877, although the population has doubled. "All sorts and conditions of men" come under the notice of a frequent attendant of the police court. At one moment the dock may be occupied by a person of good position (for nearly every class of society contributes something to the total), the next being a miserable object, whose garments of "shreds and patches" threaten to drop off him as he moves. There are prisoners whose familiarity with procedure is as good as an admission of a previous appearance before the magistrates, and others who seem utterly unable to grasp the meaning of such a simple inquiry as "Do you want to ask the witness any questions?" There are burly specimens of humanity, pictures of health and strength; poor creatures whom disease is hastening to a speedy end; over-dressed ladies, and wretched outcasts whose appearance inspires a feeling of horror; old men and women near the close of "life's little day," and groups of children, often escaping punishment owing to the reluctance of the justices to handicap the young career by a criminal conviction. Representatives of societies who endeavour to "rescue the perishing" are frequently seen at the court, ready to take charge of some young offender for whom there is hope of a better life.

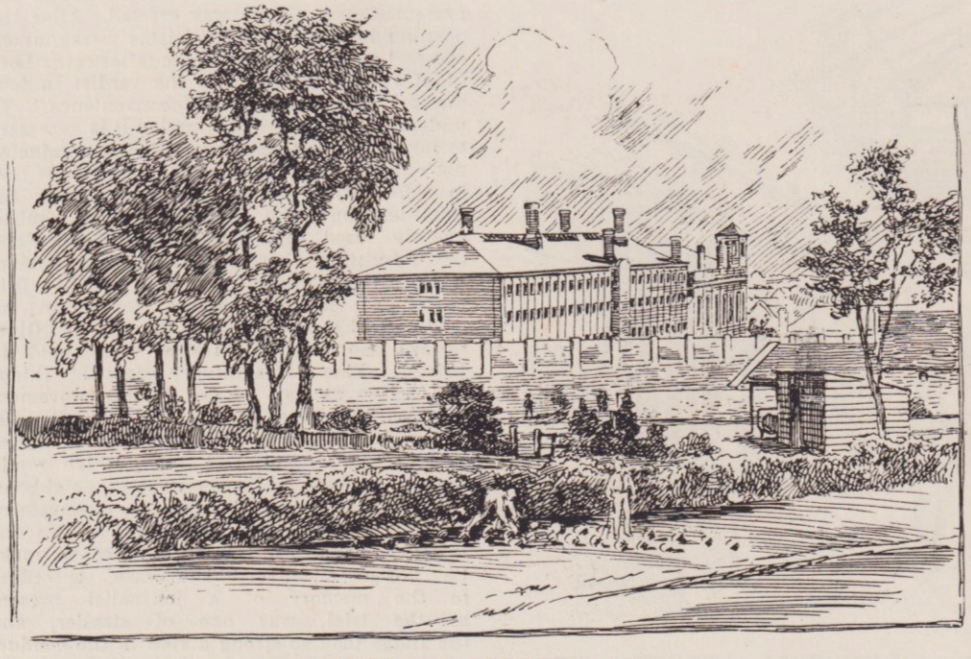
ENTRANCE TO THE OLD GAOL ON THE NEW CUT; 1903.

(In 1909 this portion of the building was still standing.)

JUSTICES AND THEIR CLERKS.

Mr William Brice, the Clerk to the Justices in 1858, resigned in 1875 and became Town Clerk. He was succeeded by Mr Thomas Holmes Gore, who, in 1909, still held the position of Magistrates' Clerk. The combined period of service of these two gentlemen extends back to the year before the accession of Queen Victoria, Mr Brice having been appointed in 1836.

THE GAOL ON THE NEW CUT.
(One of the corridors in the partly demolished structure.)



HORFIELD PRISON; 1908.

Lists of the Justices in 1858 and in 1909 are appended:—

JUSTICES IN 1858.

Isaac Allan Cooke, Mayor.	Robert Leonard.
John Vining.	Major-General Worrall.
William Herepath.	John Hughes.
Henry Ricketts.	Michael Castle.
John Evans Lunell.	John George Shaw.
John Naish Sanders.	Robert Gay Barrow.
James George.	Henry Prichard.
R. P. King.	Christopher J. Thomas.
W. H. G. Langton, M.P.	John Cox.
Joseph Coates.	William Naish.
Robert Phippen.	Robert Castle.
Daniel Burges.	Odiarne Coates Lane.
	Henry Overton Wills.

JUSTICES IN 1908 AND DATE OF APPOINTMENT.

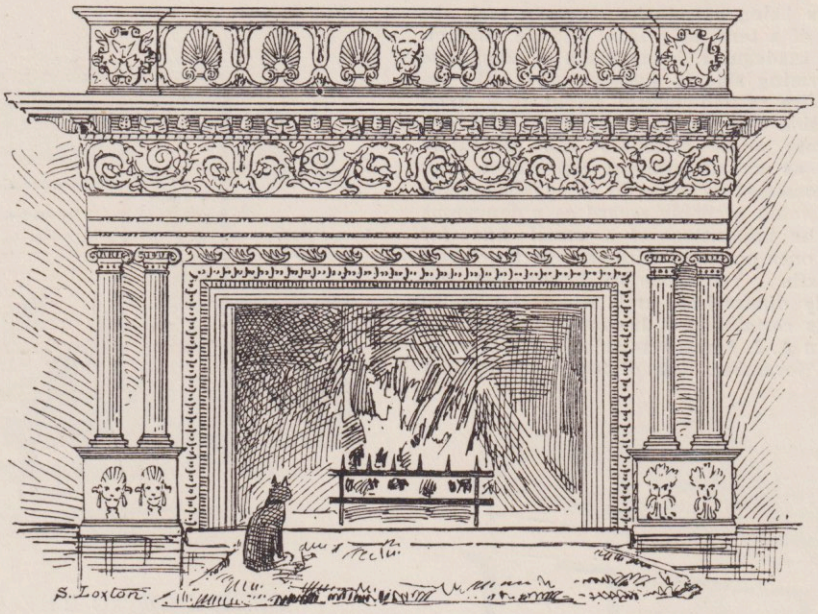
The Right Hon. the Lord Mayor, Edward Robinson, appointed magistrate 1889; Lord Mayor 1908.

Sir E. B. James (ex-Lord Mayor)	1902	C. E. L. Gardner...	1898
Lord Winterstoke.	1866	J. H. Howell	1898
Francis F. Fox ...	1878	Mervyn K. King...	1898
Francis James Fry	1878	Arthur Lee	1898
G. H. Leonard	1878	Edward Parsons ...	1898
H. O. Wills	1878	Fenwick Richards.	1898
J. W. Hall	1881	J. E. Shellard	1898
S. D. Wills	1881	A. W. Summers ...	1898
C. B. Hare	1881	John Swaish	1898
Col. H. B. O. Savile	1887	F. N. Tribe	1898
W. E. George	1887	A. G. Verrier	1898
Arthur Baker	1887	Col. C. Coates	1898
C. W. Cope-Proctor	1887	Maj. G. F. Rumsey	1899
P. J. Worsley	1887	H. W. Beloe	1902
S. G. James	1887	John Boyd	1902
W. R. Barker	1889	H. W. Carter	1902
W. W. Jose	1889	F. R. Cross	1902
A. H. Ford	1889	Joseph Holman ...	1902
A. N. Price	1889	Samuel Lloyd	1902
Charles Wills	1889	C. J. Lowe	1902
W. C. Beloe	1889	Charles Newth	1902
J. W. Arrowsmith	1894	W. S. Paul	1902
R. W. Ashley	1894	A. J. Smith	1902
E. B. Colthurst ...	1894	E. J. Thatcher	1902
John Curle	1894	Stephen Tryon	1902
W. J. Davis	1894	H. W. Twiggs	1902
Joseph Pembery...	1894	Sir G. White, Bart.	1902
W. Dove Willcox...	1894	G. B. Britton	1905
W. A. Todd	1894	Frederick Burris...	1905
Sir W. H. Davies, M.P.	1894	Thomas Butler	1905
J. H. Woodward ...	1894	E. H. Cook	1905
Henry Daniel	1894	C. C. Cowlin	1905
His Honour Judge Austin	1894	R. A. Fox	1905
Sir H. Ashman, Bart.	1898	C. A. Hayman	1905
G. E. Davies	1898	S. C. Hosegood ...	1905
J. W. S. Dix	1898	Sidney Humphries	1905
Robert Dugdale ...	1898	T. J. Lennard	1905
W. H. Elkins	1898	T. T. Lindrea	1905
		Allan McArthur ...	1905
		G. H. Perrin	1905
		A. J. Saise	1905
		Samuel White	1905

The Justices have various responsibilities placed upon them in addition to the ordinary work of the Petty Sessional Courts. Licensing matters are dealt with by a committee of seven Justices, of whom Mr C. W. Cope-Proctor is chairman. This committee, acting with eight other Justices, constitute the Compensation Authority under the Act of 1904. Of the Compensation Committee Mr C. E. L. Gardner is chairman, and Mr George E. Davies vice-chairman. In February, 1909, the report presented by the Chief Constable to the Licensing Justices showed that there were 1,256 licensed houses in Bristol, viz.: Alehouses. 447; beerhouses, for consumption on the premises, 475; beerhouses, off, 230; refreshment-houses having wine licences, 1; grocers' licences, 78; chemists' licences, 25. The total showed a reduction of 22 licences in comparison with 1907. In the same report the Chief Constable mentioned that there were, in 1908, 33 clubs registered under the Licensing Act of 1902. While returns have pointed to the growth of temperance in Bristol and throughout the country, twentieth century experience has produced a feeling of anxiety in some minds with regard to the number of women charged with drunkenness. The following statistics of persons charged by the police before the magistrates with being drunk and disorderly have been drawn up by the Chief Constable, and cover the period since the last extension of municipal boundaries:—

Year.	Males.	Females.	Total.
1904	1,014 ...	376 ...	1,390
1905	1,028 ...	365 ...	1,393
1906	833 ...	355 ...	1,188
1907	882 ...	328 ...	1,210
1908	893 ...	368 ...	1,261

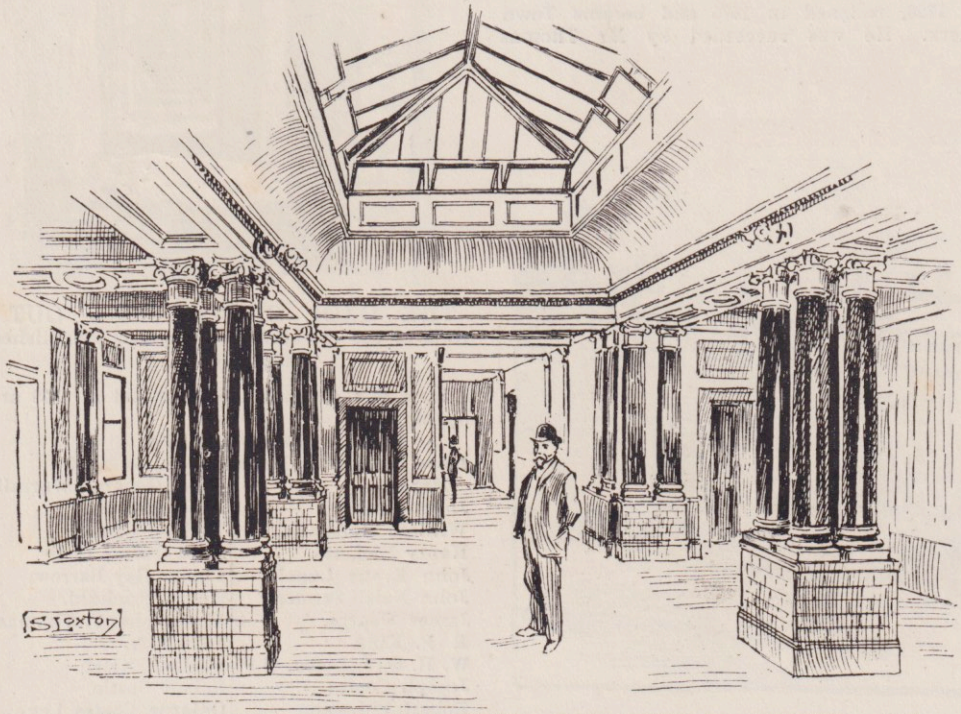
The number of persons convicted for being drunk and disorderly on Sundays is included in the above table, viz.: In 1904, 79 persons; 1905, 82 persons; 1906, 70 persons; 1907, 70 persons; and 1908, 77 persons.



FIREPLACE AT THE GUILDHALL: 1889.

THE GUILDHALL.

From very early times Bristol possessed a Guildhall, but the building now bearing that title is the result of two nineteenth century schemes. The insufficiency of the accommodation led the Council in 1841 to consider the matter, with the result that a plan was adopted which, from the first, was condemned as inadequate. A few years later the part of the structure on the Broad Street side, including the present Crown Court, was erected. After the opening in July, 1846, criticisms were numerous and severe. Mr Coleridge (afterwards Lord Chief Justice) summed up the verdict in four words—"the perfection of inconvenience." To understand such a condemnation it is necessary to remember that legal business was conducted not only in the court where prisoners are now brought before the Judge of Assize or the Recorder, but also in upper rooms, subsequently used by the School Board and the Education Committee. Another circumstance that needs noting is that fifty years ago accused persons committed for trial at the Assizes had to go to Gloucester. No criminal Assizes were held in Bristol. This extraordinary state of things had arisen as part of the reform movement of 1835. The very large jurisdiction the Recorder had hitherto possessed was restricted by the Reform Act, and cases which would have come before him went to the neighbouring Cathedral city. This was an arrangement fraught with great inconvenience, and in one instance, as a result, justice failed to make its power effective. The case, according to the memory of a journalist present at the trial, was one of slander, and the Judge took so strong a view of the conduct of the traducer that he declared he should

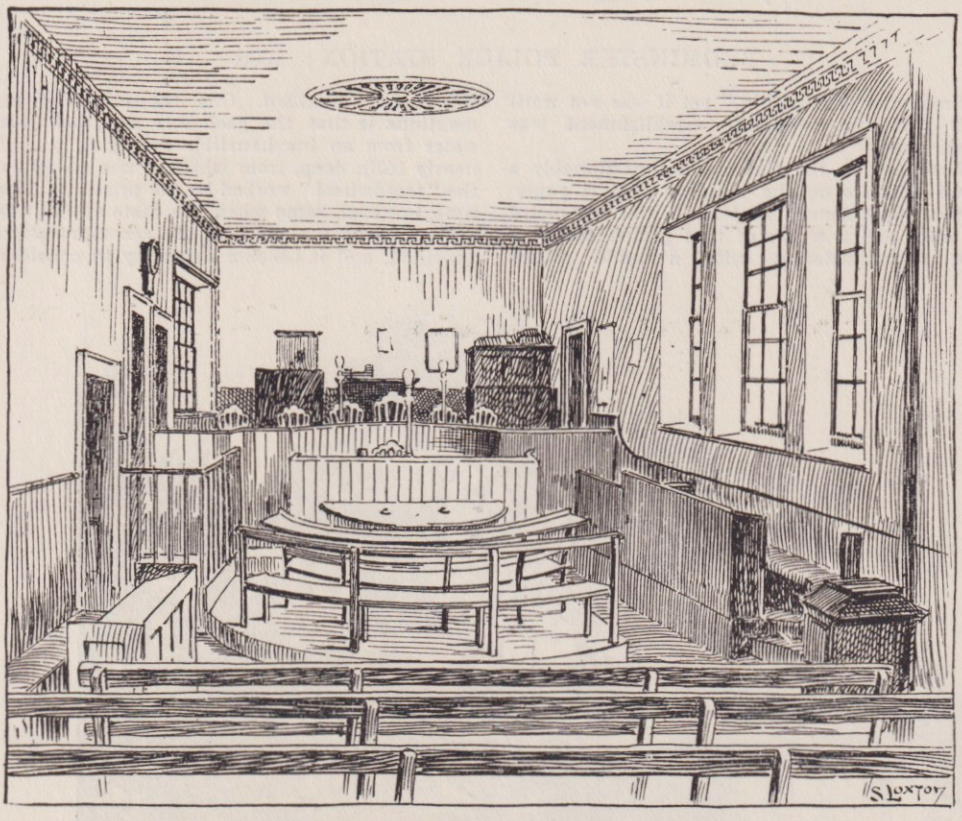


HALL AT THE POLICE COURTS, BRIDEWELL STREET; 1905.

have ordered him into custody for perjury but for the great inconvenience to everyone concerned, due to the trial having to take place on another circuit. In 1865, after several appeals to the Government, criminal Assizes were established, and a second court became necessary. Then commenced a battle between advocates of rival sites, comparable to the more easily remembered experience with regard to the old Drawbridge, the provision of municipal buildings, and the construction of docks for ocean steamships. Small Street up to that time had preserved much of its old character: there were venerable houses facing it where now the Assize Court forms the frontage. The Council decided to carry the court site through to Small Street, but so long was the time occupied in the controversy and in the provision of the required accommodation, that the city was threatened with a loss of the privilege that had been so recently restored to it. The completion of the scheme occurred early in 1870. A portion of the interior of one demolished Small Street mansion was preserved in the new building, and is part of the Law Library.

LAWFORD'S GATE COURT; 1908.

(The building shown in the sketch is used as a Petty Sessional Court. The Prison formerly stood at the rear.)



LAWFORD'S GATE PETTY SESSIONAL COURT; 1906.

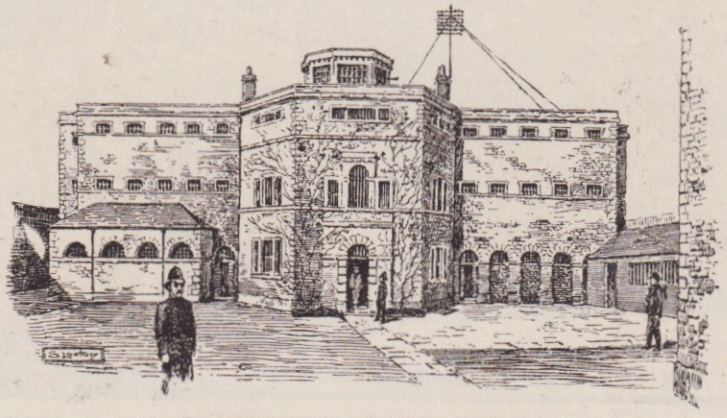
The Guildhall serves not only for the Assizes, but also for the Quarter Sessions and Tolzey Court, at which the Recorder is the Judge; the County and Bankruptcy Courts, and the Revising Barrister's Court for the revision of voting lists. It is also used for the meeting of parochial electors when the promotion of a Parliamentary Bill needs public confirmation. On not a few occasions a Guildhall meeting, presided over by the Mayor or Lord Mayor, has given an impetus to some movement affecting the welfare of the community, the building serving in that respect the purpose of a town hall.

The Tolzey Court, which is interesting because of its great age, is mentioned in the charter of Edward III., dated 1373, and has survived changes that ended the history of other tribunals which once played their part in the life of the old city. The Mayor's Court; the Court of Staple, which dealt with mercantile questions; the Pie Poudre Court, to settle disputes which arose at the fair, are met with only in the pages of local history. The Pie Poudre Court continued, until 1870, to be opened in Old Market at the Stag and Hounds Inn, and the large consumption of liquor and undesirable scenes that were coincident with the ceremonial, led to the abolition of the custom. The court is in reality merged in the Tolzey Court, and the proceedings at the Stag and Hounds in later years constituted merely a formal opening with an adjournment to the Tolzey Court. The Court of Request and the Court of Conscience have also disappeared from the list, while the County Court has increased in importance, and is called upon to deal with an immense number of cases, great and small.

The Recorder, in 1858, was Mr Sergeant Kinglake; the Deputy-Judge of the Tolzey Court, Mr W. O. Hare; and the Registrar, Mr H. A. Palmer. In 1909, Mr E. J. Castle, K.C., held the position of Recorder and Judge of the Tolzey Court, while the Town Clerk, Mr E. J. Taylor, was Deputy-Judge and Registrar.

Of the County Court, in 1858, Sir John Eardley Wilmot, Bart., was Judge, and Messrs E. Harley and J. Gibbs, Registrars. In 1909, the onerous work of the court is performed by his Honour Judge Austin, with Messrs E. A. Harley and C. E. Wright as Registrars.

The District Court of Bankruptcy in 1858 was presided over by Commissioner Matthew Davenport Hill, with Mr Charles Orme as Registrar. Bankruptcy business has since undergone important changes; public examinations take place before the Registrars of the County Court; bankruptcy motions are heard by Judge Austin; and Mr F. L.Clark is Official Receiver of the Bristol district, with Mr F. W.



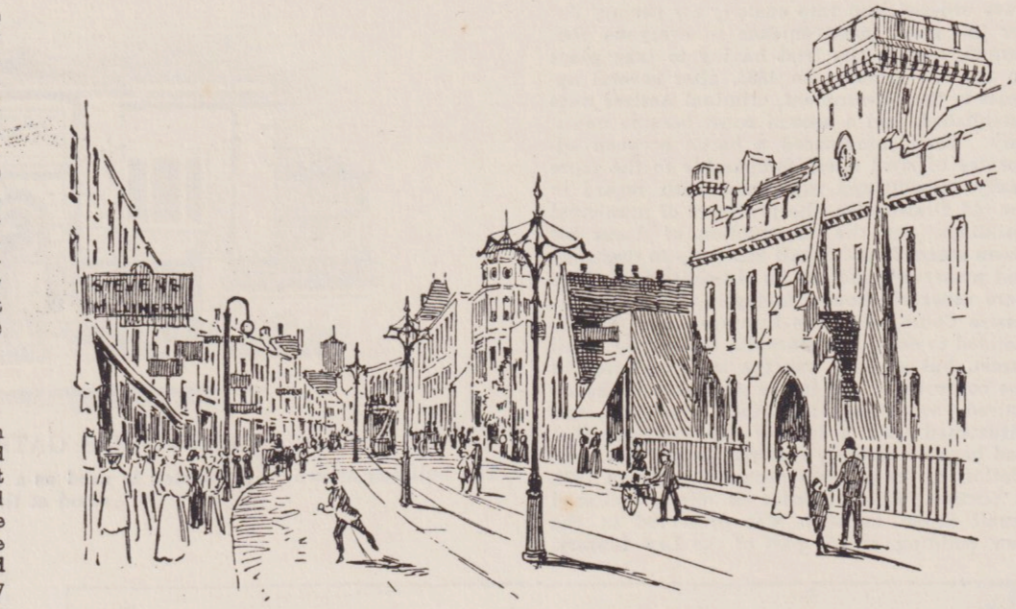
LAWFORD'S GATE PRISON.

(Demolished in 1907.)

Darley as his deputy. Fifty years ago the Bankruptcy Court, according to the Directory of the period, sat every day, and its jurisdictions extended over Gloucestershire, Monmouthshire, North Wilts, and East Somerset, and also over Brecon, Cardigan, Carmarthen, Glamorgan, Pembroke, and Radnor, in Wales. Imprisonment for debt, greatly lessened by the Bankruptcy Act of 1861, was abolished in 1870, and soon afterwards the court over which Commissioner Hill presided came to an end. Orders of committal to prison are still frequently made in the County Court, but only after proof of ability to pay, the punishment being in the nature of a penalty for disobedience of the Court's order.

BRISTOL PRISONS.

Fifty years ago the responsibility for prison buildings remained with the municipality, and the gaol upon the New Cut, close to Bathurst Basin, was the establishment where convicted offenders were incarcerated, and where those sentenced to capital punishment met with the death penalty. This building had superseded the building on Newgate Hill, the story of which is disfigured by the horrors of the old-time prison system. Newgate was an ancient institution, and those who, in more enlightened days, read its history, are moved to astonishment at the absence in former times of the most elementary principles of justice. To detain in such vile quarters an innocent person pending his trial was bad enough, but acquittal did not necessarily mean freedom, unless the victim was ready and able to pay the gaol fees. John Howard described Newgate as "white without and foul within," yet it was not until 1820 that the venerable establishment was abandoned.



BEDMINSTER POLICE STATION; 1896.

The gaol on the Cut was unquestionably a great advance on the building that it superseded. Commenced in 1816, it was completed in 1820, and a writer of that period describes the accommodation with a pride which was perhaps justified. One interesting fact he mentions is that the gaol was supplied with water from an inexhaustible spring in a well nearly 100ft. deep, from which it was raised by the "treadwheel" worked by the prisoners. The time, however, came when the State authorities refused to be content with the accommodation provided, and it became necessary to consider

POLICE AND FIRE BRIGADE CHILDREN'S HOME; 1908.

(Situated at 6, Cotham Park.)

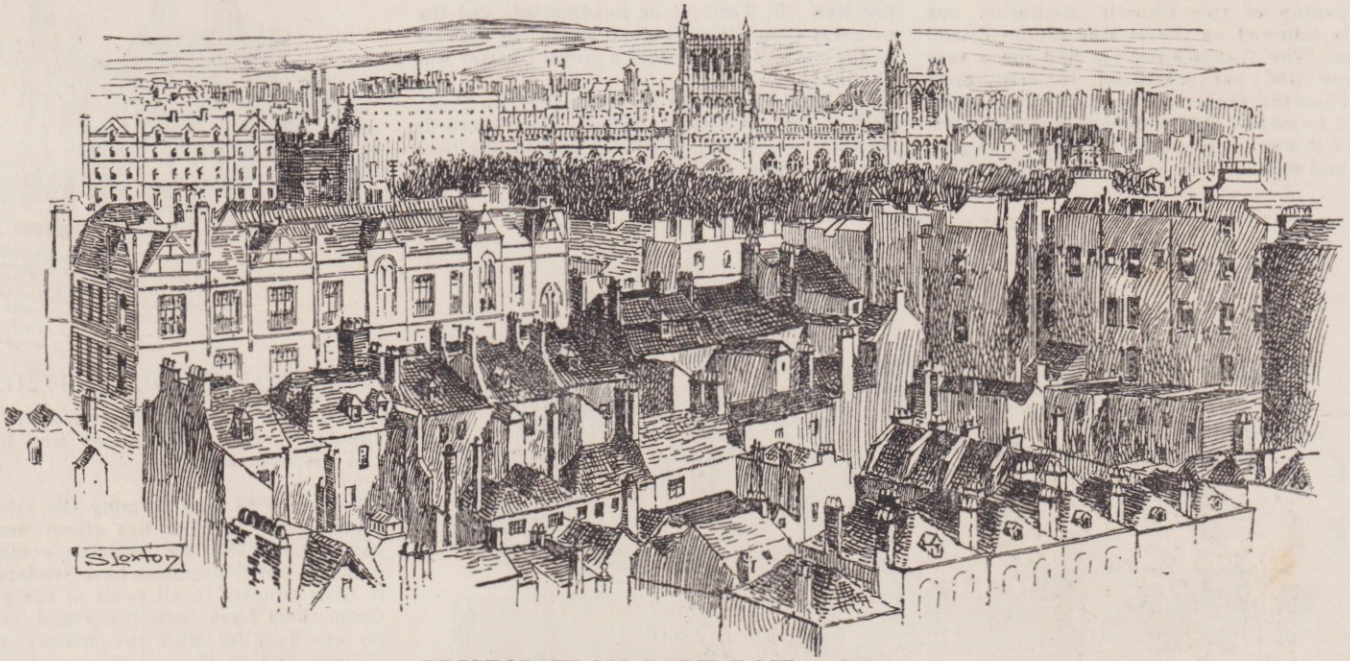
the erection of another building. Horfield, thirty-five years ago, rejoiced in the possession of a pleasure garden—a privately-owned ground where fêtes were occasionally held. This was then quite in the country, although now in the centre of a residential district. The Corporation bought the pleasure garden for £3,875, and then entered into a discussion on the merits of a prison building scheme estimated to cost £120,000. An extremely humorous speech was made in the Council by Mr H. J. Mills, who contended that the design was too costly, and, in a spirit of playful exaggeration, ridiculed the idea of John Jones, who had cracked his wife's head with a poker, being induced to lead a reformed life under the influence of cathedral glass and Gothic architecture. The Corporation had not settled the problem when it was whispered that the Government intended to take over the prisons of the country, and the Council then shrewdly stayed their hand. In the end the State built the new gaol, which was duly certified in February, 1883. This meant to Bristol a great saving in capital and maintenance. The Council had to pay £21,000 compensation for neglecting to carry out their responsibilities in the matter of cell accommodation, but retained possession of the gaol on the Cut, and also of the Bridewell, where offenders had formerly served short terms. The sites of these buildings constituted a valuable asset, although the structures themselves were not suited to commercial purposes. That of the Bridewell was leased, while the gaol on the Cut was sold to the Great Western Railway Company. Relics of the two edifices remained long after their use for prison purposes ceased. 1907 saw the disappearance of the last portion of the Bridewell, Messrs H. H. and S. Budgett having extended their premises over most of the ground occupied by the remaining piece of the prison, while the margin was utilised for widening Rupert Street.

In the riots of 1831 both the Bridewell and the gaol on the Cut were attacked and partly destroyed. The Bridewell was rebuilt several years later on the Western side of Bridewell Lane, and later the Eastern side was utilised for the Central Police Station. In 1842 it was complained that the Bridewell, while intended for 56 prisoners only, had 100 incarcerated in it. The Council thereupon enlarged it. The Bridewell was closed in May, 1878, and the prison on the Cut ceased to be used in April, 1883.

Horfield Gaol has, since its erection, been enlarged, and while fields are still to be found at the rear, a residential district has almost encircled it, and houses have been extended on the main road nearly a mile beyond.

The Bristol Guide for 1793-4 contains the following interesting entry:—"A spacious strong prison of stone, on the Howardian plan, has been lately completed for the suburbs of Bristol in Gloucestershire. It has 70 separate cells, a chapel, a hall for the justices in the front, which extends about 150 feet, and the whole is surrounded by a strong wall, 20 feet high. This stands at the end of a street called Gloucester Street, and, as it is without the place where Lawford's Gate stood, it is named Lawford's Gate Bridewell. Here and in another part of these suburbs are held weekly courts, as there are for the suburbs of Bedminster, in Somerset, which have also a Bridewell, though but little used, as offenders are quickly sent to Shepton Mallet Gaol." This was written at a period long prior to the past half-century; but the Lawford's Gate House of Correction stood until 1907, and the magistrates' court still exists. A passage in the "Annals of Bristol" suggests 1860 as the date when the Lawford's Gate "House of Correction" ceased to be utilised for the detention of offenders for long periods. Prisoners on remand, or awaiting trial, however, were housed in it until considerably later.

The Lawford's Gate Police Division down to 1897 was one which, with lapse of time, had become increasingly populous. It included Stapleton, Fishponds, St. George, Kingswood, Horfield, Westbury, Shirehampton, and Avonmouth, besides numerous parishes further from the city. Courts were held twice a week to deal with the cases arising from this large area. In 1897, however, a Civic Boundary Extension Act brought into the municipality several of these parishes, and in 1904 others were absorbed. Thus Lawford's Gate Division became only a fraction of its former self. In one of the Acts effecting these changes the onus was placed on the city of taking over the prison and court at a valuation, and the price was fixed at £4,800. Meanwhile a new court has been erected at Henbury for the county justices. This is not conveniently situated for the more populous parts of the division, such as Kingswood, Staple Hill, Bitton, Mangotsfield, &c., and the county authorities agreed to temporarily rent of the Corporation the old Court-house.



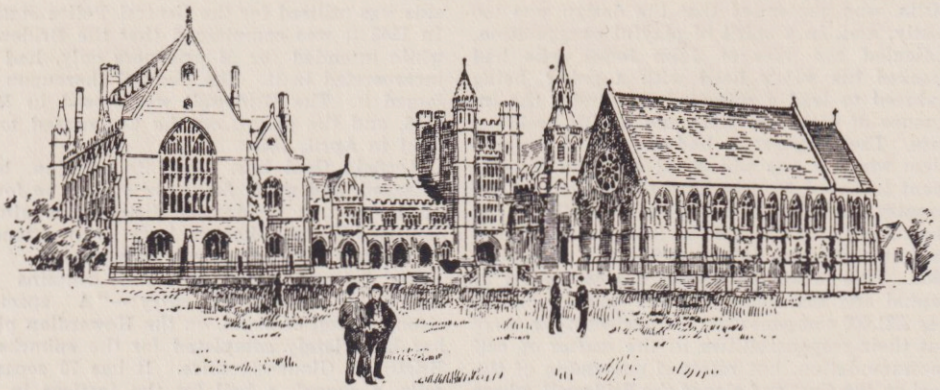
BRISTOL FROM PARK ROW; 1905.

(The large building on the extreme left is the Merchant Venturers' Technical College, destroyed by fire in 1906, and since rebuilt. Rising from behind it is the tower of St. Mark's, the Lord Mayor's Chapel; and, to the right, trees of College Green, and the Cathedral.)

THREE NOTABLE COLLEGES.

Clifton College, the Merchant Venturers' Technical College, and the University College are all creations of the last fifty years, although the history of the second of these great educational institutions may properly be said to have begun at an earlier date than 1858.

In the first quarter of the nineteenth century a number of Bristol people realised the need of a higher educational centre than the city then possessed, a feeling possibly accentuated by the fact that the Grammar School was of far less importance than it has since become. The Bristol College was accordingly founded, and Sir Edward Fry, afterwards distinguished for his valuable service in international arbitrations, and several other notable persons, were educated in the building in Park Row, where the school was carried on. The structure was one of those demolished at a later date during the construction of Perry Road. The Bristol College, according to certain earnest people in those days, was somewhat too comprehensive in its attitude to religious questions, and objection was raised to Nonconformist students being allowed to attend, unless they participated in the Church of England instruction for which provision was made; thus denominational influence succeeded in bringing a rival college into existence in 1840. The second institution, the Bishop's College, was established strictly upon Church of England principles. It was carried on for a time in Bellevue, Clifton, and then removed to a building that had been erected in Queen's Road some years earlier. This structure was built with the object of removing to it the Red Maids' School, but the trustees of Alderman Whitson eventually decided to reorganise their establishment in Denmark Street, and dispose of the building in Queen's Road erected at considerable cost and on a somewhat ambitious architectural design. In 1841 it became the Bishop's College, and the opening of this Church institution was quickly followed by the closing of the Bristol College. The Bishop's College had not a very vigorous life, but continued to exist until 1861, when the property was sold to a company formed to secure Rifle Volunteer headquarters. Part of it was subsequently used for this purpose, and part for the Salisbury (Conservative) Club. The curious history of the premises was brought to a close in 1903 or 1904 by the clearance of the site to make way for the Municipal Art Gallery presented to the city by Lord Winterstoke.



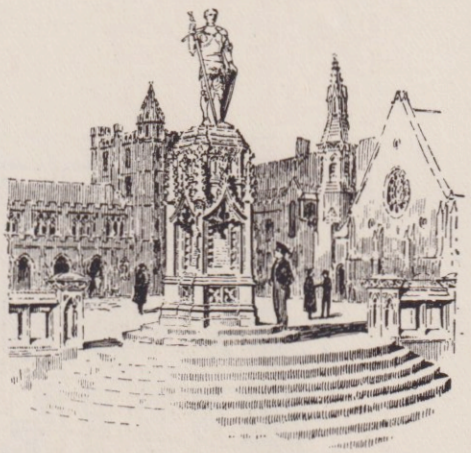
CLIFTON COLLEGE; 1891.

CLIFTON COLLEGE.

While the Grammar School was advancing rapidly under the headmastership of the Rev. Dr. Caldicott, the conviction that Clifton, with its increasing residential population, was well qualified to be the site of a college on the lines of the great public schools, was put to the test and proved to be well founded. A limited liability company was the instrument of carrying this idea into effect; the shareholders, however, were not animated by a commercial spirit, and were satisfied with educational results instead of dividends upon their capital. The opening of the College took place in 1862, with the Rev. Dr. Percival as headmaster, and the progress soon placed beyond doubt the success of the new effort. In 1877 a Royal Charter was obtained.

Dr. Percival left the school to become President of Trinity College, Oxford. He afterwards became headmaster of Rugby, and in due time was appointed Bishop of Hereford. He was succeeded at Clifton College by the Rev. J. M. Wilson (afterwards Archdeacon of Manchester and now Canon); after whom came the Rev. J. G. Glazebrook, and the Rev. A. A. David the present headmaster.

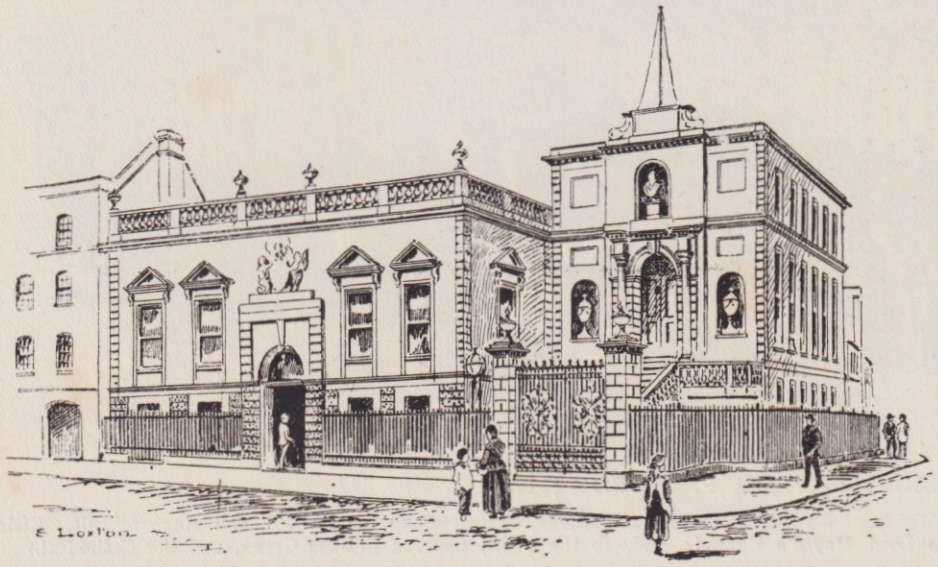
The college has had many additions since its opening, one of the most important being the chapel and tower, erected as a memorial to Canon Guthrie. The chapel, built in 1865-7, was provided at the expense of Mrs Guthrie, and the tower was added by the College Company. Striking features in the design are the tower, gateway, and other buildings, dating from 1889. The title, Wilson Tower, perpetuates the name of the second headmaster, Canon Wilson.



MEMORIAL TO OLD CLIFTONIANS.

(Erected on the College terrace in 1904, in memory of Old Cliftonians who had fallen in the Boer war.)

From the 58 boys forming the school at its opening, the number has grown until in the summer of 1908 the register contained 623 names. Old Cliftonians have rendered service to their country in all parts of the globe; the distinctions have been many and varied, and no one familiar with the history of Clifton College and of that of the world, can doubt the incalculable value of the work undertaken, possibly with some doubt and misgiving, nearly fifty years ago. Upon the terrace stands a memorial reminding boys and visitors of the part played in the Boer War by men who had received a considerable portion of their early training in the College buildings. This was un-



MERCHANT VENTURERS' HALL AND OFFICES; 1891.

(At the corner of Marsh Street and King Street.)

veiled in 1904 by Lord Methuen, and the inscription contains the names of forty-three Old Cliftonians who fell in the course of that protracted South African struggle.

Many scholars from the College have passed into the Army, and an Engineer Cadet Corps has long been in existence.

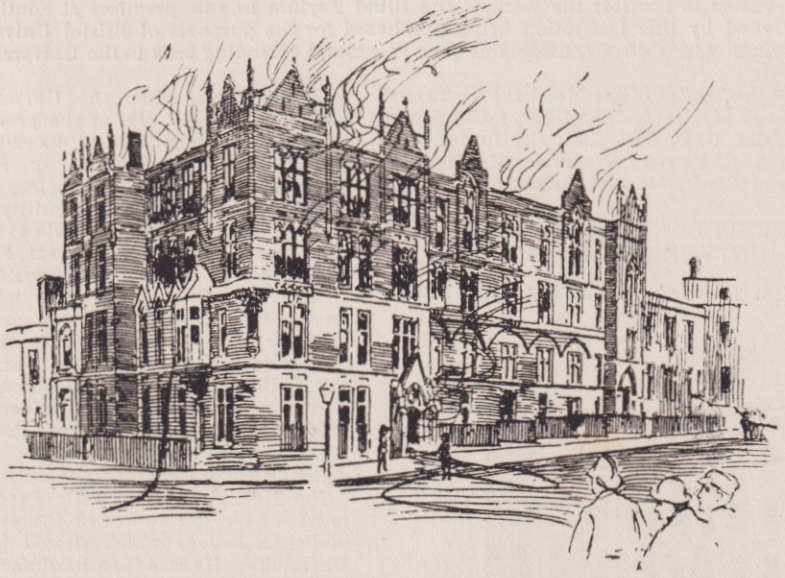
The pleasant scene on a summer day, when every part of the great playing field is occupied by cricketers, recalls the notable achievements in the national game in days when the Gloucestershire County Club, including the three brothers Grace, vanquished the strongest sides upon the College Close. With the provision of the County Ground at Ashley Down the arena of these county cricket contests became changed, but memories of past achievements still attach themselves to the school playground.

The jubilee of Clifton College, to be celebrated in 1912, has aroused the anticipations of both present and past Cliftonians. As a result of attention given to the matter, and of a meeting in London to consider it, the headmaster, the Rev. A. A. David, was able to make an announcement on this subject on prize-day, June 27th, 1908. He explained that the Old Cliftonians' Society had chosen, out of a number of proposals for the celebration of the jubilee, one which would give to the school a considerable amount of land for playing fields, and for kindred purposes. Another scheme mentioned upon the same occasion as being under consideration by the Council of the College, was the completion or enlargement of the chapel by the addition of a south aisle.

THE MERCHANT VENTURERS' TECHNICAL COLLEGE.

The Merchant Venturers' Technical College occupies an important place in the history of technical education in this country. Having embarked on that work at a period when the necessity of such instruction had not been realised by the nation, its success attracted general attention. The original institution, of which the Unity Street building has been so remarkable an outcome, was the Diocesan School established in 1812 for the purpose of educating poor children in the principles of the Established Church. The headquarters were in Nelson Street, and things moved on uneventfully until the latter part of 1853, when it was proposed to alter the character of the instruction, parochial schools having covered much of the ground which the founders had in view. The suggestion to establish a "Trade School" came from Canon Moseley, who had in mind the schools which had achieved a good deal of success on the Continent. Among the speakers at the meeting was Dr. Lyon Playfair, and he in his speech credited Bristol with taking the lead in scientific education. In the spring of 1856, when the new institution was opened, the Lord President of the Council (Lord Granville) expressed the interest with which the Government were watching the working of the new departure. Much valuable work was done in the old and sombre building in Nelson Street, which was afterwards turned to industrial purposes. The scientific instruction, to which particular attention was paid, distinguished it for years from most schools open at a moderate fee, and Mr Thomas Coomber, the headmaster, happily possessed the faculty, now far better realised than formerly, of interesting rather than merely instructing his pupils in the scientific subjects to which he devoted special attention. Possibly, sedate fathers, neat mothers, or precise aunts did not fully appreciate the somewhat risky experimental research of enthusiastic boy chemists and physicists to which such instruction led, but the advantage of teaching by experiment, by easily understood descriptions, and by blackboard diagrams, rather than by dry text-books, is too clearly recognised to-day to need enlargement. Nothing gave Mr Coomber greater pleasure than to find himself questioned by his class, and it was little wonder that science seemed less like a lesson than some had been wont to regard it. The title was "Trade and Mining School." Some of the older students who remained after the school period to still further carry forward their knowledge of laboratory work became accomplished chemists, but there was not in the Trade School any actual instruction given in the branches of industry which so prominently figure in the College by which it was succeeded. This could not have been given in a building of the size of that in Nelson Street, nor was public opinion fully ripe for the change. Mining occupied a fair amount of attention on the part of students who desired to enter upon that study, and occasional visits to local collieries helped to give a better realisation of the meaning of the classroom work.

THE FORMER TRADE SCHOOL, NELSON STREET; 1907.



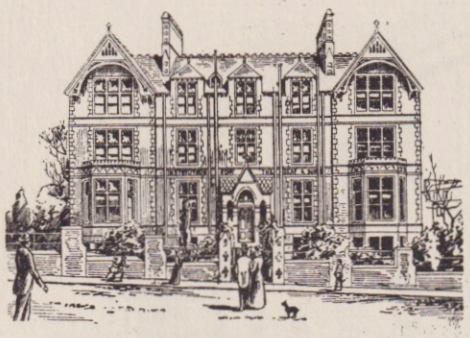
MERCHANT VENTURERS' TECHNICAL COLLEGE.

(Sketched on the morning of the fire, Oct. 9th, 1906.)

To the Merchant Venturers' Society has to be attributed the evolution of the Trade School into a great Technical College. The ancient guild, the history of which is closely interwoven with that of the city, did not hesitate to spend money freely when it had resolved to take in hand the development of the school in Nelson Street. The Grammar School had been moved to Tyndall's Park, and a site at the corner of Unity Street, long identified with educational work, was selected for the erection of a Technical College with many departments untouched in the Trade School. To this enlarged centre the Trade School was transferred in 1885.

The circumstances under which the Merchant Venturers took their public-spirited action were explained by Mr George H. Pope (the treasurer to the Guild), in a letter published in the 'Western Daily Press,' in April, 1907. It had been supposed by some that trust funds from the estate of Edward Colston had been to some extent available for the development of the Trade School. The Charity Commissioners by their scheme in 1875 thought that this would be the case, and anticipated that the revenue from Colston's property would suffice for the Colston School at Stapleton for boys, for the Diocesan Trade School, and for a Colston Day School for girls. The revenue, however, was quite inadequate for this three-fold work, and the prospect of founding the girls' school

seemed hopeless. "Then," said Mr Pope, "the Merchant Venturers came to the rescue, and having, with the consent of the Charity Commissioners, adopted the Trade School, transferred it in its entirety to the building which they had just completed in Unity Street, and gave it their own name. From that time they have maintained and developed it out of their own corporate funds without help from the



DAY TRAINING COLLEGE.

(This building was erected in Tyndall's Park in 1874, as an institution for the Deaf and Dumb. A change in the scope of the work led to its being given up, and it was acquired by the University College Governors as a Day Training College for elementary teachers.)

Colston Trust, and, if my memory serves me, they have expended upon it a sum approaching, if it does not exceed, £100,000. Their action led, as it was intended to lead, to the establishment of Colston Girls' School, that brilliant institution of which I think they may justly claim to have been the real, though not the nominal, founders."

Mr Thomas Coomber became head of the new school, and after a time he was succeeded by Prof. Wertheimer. Under his control still further advance was made; additional room was provided on the opposite side of Unity Street in 1899, and a preparatory school established at Kingsdown, and large technical workshops were opened in Rosemary Street in 1903. To facilitate athletic development, a large playing field was acquired at Golden Hill, Horfield. The title, Merchant Venturers' Technical College, was adopted in 1894, and the institution became widely known for the variety and excellence of the instruction given by the large staff of professors and teachers. Professor Wertheimer remains as principal, and Professor J. Munro, vice-principal.

In the early hours of October 9th, 1906, a fire was discovered to have broken out in the main building in Unity Street; the structure above the basement was not of fireproof construction, and the conflagration speedily reduced the great building to ruins, scarcely anything being saved except the machinery in the basement. The interruption to the College work, however, proved to be remarkably brief. On the same day as the fire, the Education Committee offered the governors the use of a large school at Castle Green, the children then attending it being transferred elsewhere. The technical and scientific work of the College was carried on in this new centre, while a scheme for remodelling and rebuilding the establishment in Unity Street was formulated. The future of the College came seriously under consideration in consequence of the fire, and it was impossible to overlook the fact that educational provision made by the municipality and the State had introduced a new factor into the problem. It was resolved to continue the institution, but to make an important change in its scope. By arrangements the Preparatory School was transferred to the Grammar School, and it was announced that in the new College there would be a curtailment of work in the junior standards in order to give fuller scope to the higher branches. The rebuilding scheme was planned with this object in view, and the new building, which came into use in April, 1909, afforded additional space for departments of engineering and also for classes which prepare students for the B.Sc. and D.Sc. degrees. It has been arranged, moreover, that the Merchant Venturers' Technical College shall undertake important duties in connection with the Bristol University, the origin of which has now to be explained.

HALL OF THE DESTROYED COLLEGE.

(The large hall of the Merchant Venturers' Technical College was remarkable for its carved wood ceiling and panelled walls.)

BLIND ASYLUM, QUEEN'S ROAD; 1893.

(The decision to transfer the work of the Blind Asylum to new premises at Southmead, was followed by this institution being purchased for the purposes of Bristol University. The Asylum stands on a considerable area of ground extending back to the University College.)

In 1909 the Master of the Merchant Venturers' Society was Mr George W. Davey; the Senior Warden, Col. F. C. Ord, C.B.; the Junior Warden, Mr A. C. Powell; Treasurer, Mr Percy L. King; and Clerk, Mr Jere Osborne.

UNIVERSITY COLLEGE AND THE UNIVERSITY SCHEME.

The fact is worth emphasising that thirty-four years ago, when the University College had its origin, the aim of the promoters was a University with Bristol as its site. Decades passed, and the difficulties of realising the ideal at times led to its being regarded as beyond the range of practicability; yet at the close of 1908 it became possible to look forward with expectation that the next Parliamentary Session would make the University an accomplished fact. Two things have helped in this satisfactory advance towards a goal educationists have long been anxious to reach. One is the admirable and ever-extending work of University College itself, and the second is the influence exerted by the University College Colston Society in keeping the University scheme prominently before the public eye and enlisting for it generous support.

The Bishop of Hereford (Dr. Percival) appears to have been the author of the proposal to establish a college which should lead on to a University. He was then headmaster of Clifton College, and although other duties have called him away from the city, historic continuity is preserved by his being still President of University College The suggestion was submitted to a public meeting held at the Victoria Rooms, on June 11th, 1874, and warmly commended by a number of distinguished speakers, with the result that on the 10th October, 1876, the first Session of University College opened, under the presidency of Dr Elliot, Dean of

MERCHANT VENTURERS' TECHNICAL COLLEGE.

(Design adopted for the rebuilding scheme after the fire of 1906.)

Bristol, with a staff of two professors and four lecturers in the Faculty of Arts and Science, in temporary premises in Park Row. This building has since become the headquarters of the Engineer Corps.

Affiliated to the College was the Bristol Medical School, which had long been in existence, and which was at that time located in Old Park, St. Michael's. In 1893 the Medical School was incorporated with the University College, of which it became the Faculty of Medicine. By that time it had already established close relationship with the Bristol Royal Infirmary, the Bristol General Hospital, and other medical institutions in the city, and, through its staff, had attained a very high reputation for clinical teaching. Such names as those of Greig Smith, Long Fox, Aust Lawrence, and Markham Skerritt, spread the influence of the school far beyond its local boundaries as a teaching centre.

Shortly after the foundation of the College, an urgent request was made by some of the leading engineers in Bristol that a department of engineering should be started, and in 1878 this was done. Following the removal to the permanent buildings in Tyndall's Park, a succession of developments occurred, but, while the usefulness of the institution was again and again recognised, financial support was not such as to free its governors from anxiety. A few of the principal events in the history of the movement may be set out in chronological order:—

1828.—Foundation of the Bristol Medical School.

1874.—June 11: public meeting at the Victoria Rooms to initiate a University College for Bristol.

1876.—August 9: University College incorporated.

1876.—October 10: First Session of the College opened in temporary building in Park Row.

1880.—October 7: First section of buildings in Tyndall's Park opened.

1883.—January 13: Second section of permanent buildings (chemical wing) opened.

1892.—Bristol Day Training College for women was affiliated, and a similar College for men in 1905; a Secondary Training Department was added in 1902.

1892.—October 2: New medical wing occupied.

1892.—November 16: New medical wing opened by Sir Andrew Clark.

1893.—May 17: Incorporation of the Bristol Medical School with the College.

1893.—October 5: New engineering wing occupied.

1899.—April 13: University College Colston Society formed.

1900.—Completion of buildings provided by the bequest of Mr Vincent Stuckey Lean.

1904.—October 4: North wing and Albert Fry memorial tower completed. (Mr Albert Fry, as chairman of the Council, had taken a warm interest in the institution.)

1906.—Promises of £30,000 towards the University scheme announced at University College Colston Society dinner.

1908.—January 14: Mr G. A. Wills presided at the University College Colston Society dinner, and announced that his father, Mr H. O. Wills, had promised £100,000 towards the endowment of a University for Bristol and the West of England.

1908.—July 9: Address to the King on the subject of a charter for the University presented when his Majesty visited Avonmouth to open the Royal Edward Dock.

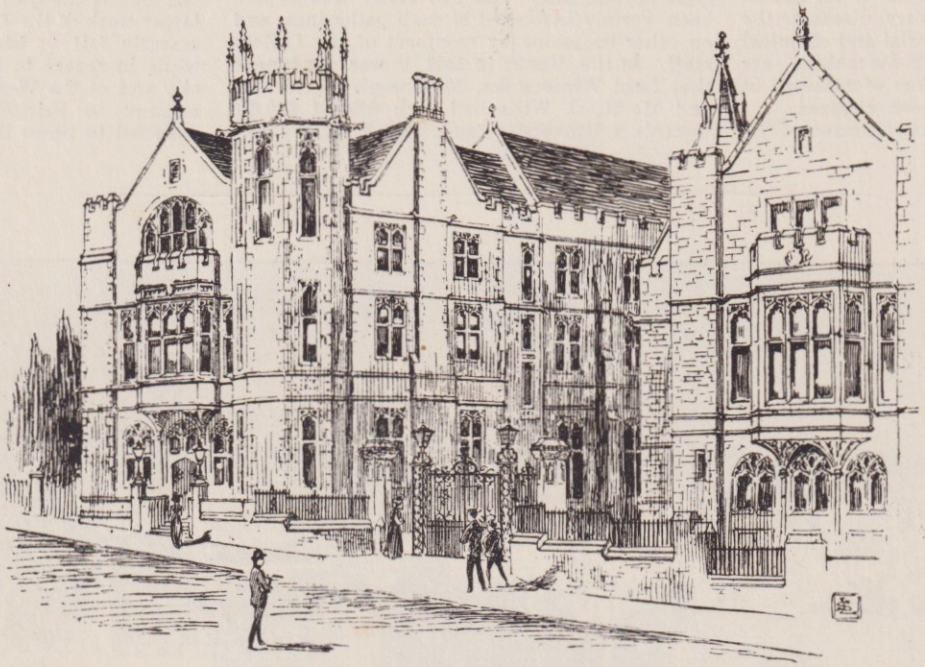
1908.—It was announced that the Blind Asylum, Queen's Road (shortly to be vacated by the School for the Blind, which was being transferred to Southmead), had been purchased on behalf of the University movement. Another large building in the vicinity, the Deaf and Dumb Institution, Tyndall's Park, was acquired for the work of the Day Training College, being no longer required for the purpose for which it was erected.

1909.—Upon February 5th, a special meeting of the Governors of University College, over which the Right Hon. Lewis Fry presided, considered the Parliamentary Bill by which it was proposed to dissolve the College and transfer its properties to the new University. It was stated by the Chairman that arrangements would be concluded by which the Faculty of Engineering would be carried on by the Merchant Venturers' Society as an integral part of the University. The meeting approved of the Bill.

1909.—Further promises of financial aid to the scheme were received, and upon February 22nd the gratifying announcement was made that the Bristol University fund had reached £200,000. An official statement showed that nineteen donors had each contributed £1,000 or upwards, viz.:—

Mr Henry Overton Wills	£100,000
Lord Winterstoke	35,000
Mr Joseph Storrs Fry	10,500
The late Sir Frederick Wills	10,000
Mr E. Chaning Wills	10,000
Mr Francis J. Fry	5,000
Mr A. Douglas Pass*	4,000
Mr Geo. A. Wills	3,000
Right Hon. Lewis Fry	2,000
Mr P. J. Worsley	2,000
Mr H. H. Wills	2,000
The Hon. Mrs Whittuck	1,500
Mr J. W. Arrowsmith	1,000
Mr Hiatt C. Baker	1,000
Right Hon. H. Hobhouse	1,000
Mr Fenwick Richards	1,000
Mr Edward Robinson	1,000
Mr Charles Thomas	1,000
Mr W. Melville Wills	1,000

This list represented £192,000; and the remainder was made up of sums, varying from £500 down to one guinea, received from 113 subscribers.



UNIVERSITY COLLEGE, TYNDALL'S PARK; 1908.

* Mr Douglas Pass (a son of Mr Capper Pass) subsequently increased his donation to £10,000, the purpose of his gift being the establishment of a Capper Pass Chair of Chemistry.

It was also announced that the committee of the University College Colston Society had resolved that if and when the Bristol University College is merged into the University of Bristol, the title of the society shall be changed to "Bristol University Colston Society."

1909.—February 27th, an extraordinary meeting of the Governors of University College confirmed the resolution passed upon February 5th, and it was explained that the University Bill had been introduced in the House of Lords.

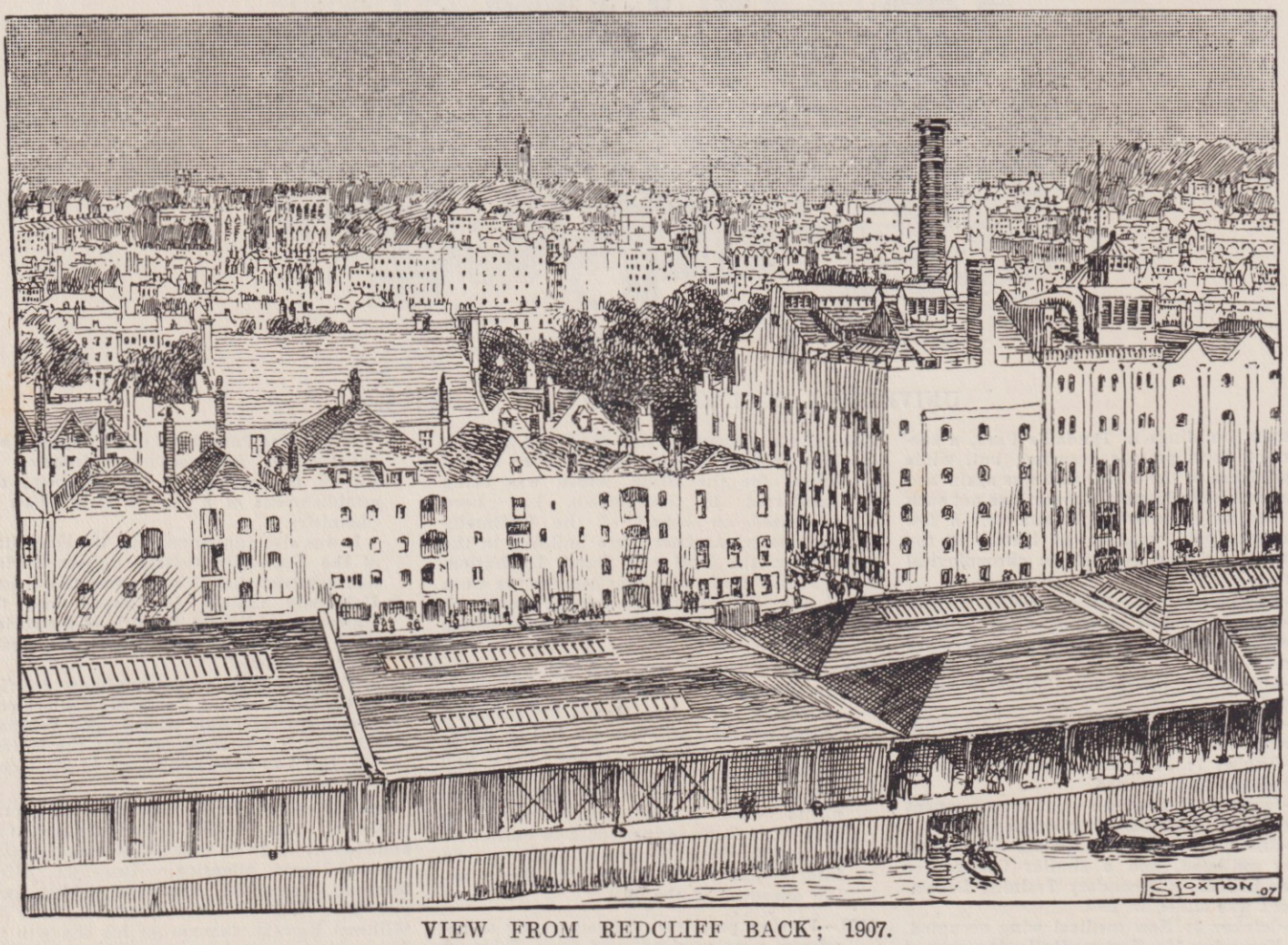
The University College has had three principals, all men who have won distinction in branches of study to which they have specially directed their attention. Professor Alfred Marshall, the political economist, held the position from 1877 to 1881; Professor (now Sir William) Ramsay, famous for his share in the discovery of new "elements," followed, and was principal until 1887, and subsequently there came Professor Lloyd Morgan, whose biological research has won wide attention. The aim alike

of governors and the staff has been to encourage an enthusiasm for research work, so that the institution may contribute to the common fund of human knowledge as well as assist students to share in it. At the commencement of the 1908-9 Session there were connected with the College ten professors, twenty-six lecturers, and six readers in the Faculty of Arts and Science; eight professors and twenty-seven lecturers and one reader in the Faculty of Medicine. The buildings, though still insufficient for the growing demand for higher education, have involved a capital expenditure of upwards of £45,000. All the branches of learning mentioned in the original prospectus have found a place in the curriculum. Lectures upon Law and on Social problems are given under the Boards of Legal and Social studies, and the Department of Economic Biology has undertaken a work of great practical usefulness in the elucidation of problems connected with plant, animal, and marine life. Operations in this immense field have ranged from investigations with regard to the effects of electricity as an aid in cultivating cereals and vegetables, to an examination of conditions affecting the crustacea on our coasts. Parasitic foes to plants, poultry diseases, the fertilisation of soils, and bacterial and chemical problems connected with cheese-making are some of the numerous branches of research in which this department has been engaged.

The Right Hon. Lewis Fry is chairman of the Council of the University College, and Mr P. J. Worsley, vice-chairman; and among the members are representatives of the City Council. Mr James Rafter is Registrar to the College.

The University College Colston Society is a comparatively new departure. For generations the anniversary of the birth of the philanthropist has been celebrated by organisations which have raised large sums for annuities and charitable gifts. The educational aspect of Colston's life had not received special recognition until the Anchor Society decided to devote part of its collection to the University College Sustentation Fund. The belief that a new Colston Society might prove helpful to the University College and the University to which it was destined to lead, has been happily realised. No dinners in Bristol have been more influentially attended than those of the University College Colston Society, and on every occasion the guest of the evening has delivered an address which has proved both instructive and stimulating. The Society's collections have contributed over £5,000 for the College funds, but the influence exerted has gone beyond this. The University scheme had been warmly advocated at such gatherings, and on other occasions by members of the College staff. At the dinner in 1906, it was announced that Lord Winterstoke, Mr Joseph Storrs Fry, and Mr H. O. Wills had each offered £10,000 towards a University fund. Mr F. J. Fry and Sir Frederick Wills had added £5,000 each. In 1908 Mr H. O. Wills, by his noble offer of £100,000, gave the enterprise a magnificent help forward. Mr J. W. Arrowsmith, the treasurer, on the same occasion announced another £10,000 from a friend in the building (Lord Winterstoke), making, with the £55,000 represented by University College and its endowments, a total of £195,000 out of the £250,000 estimated to be needed. The amount received was deemed sufficient to justify immediate action, and the University scheme, a few months afterwards, formed the subject of an address to his Majesty the King, and an appeal to the Privy Council for a Charter. After this (as a reference to the chronological outline indicates) rapid progress was made towards the attainment of a Bristol University

The influence of University College has not been confined to the teaching given within the walls of the institution in Tyndall's Park. "The city has had experience of what Bishop Temple described as the stimulus of the influence of living men who have devoted their lives to special studies," and this has been felt among the poor as well as the rich. In the larger work of the University this influence can scarcely fail to become even more powerful, while in regard to the varied industries of the city and of the West of England, the crowning addition to Bristol's educational resources is expected to prove itself of the greatest utility.



VIEW FROM REDCLIFF BACK; 1907.

(From the top of the warehouse of the Western Counties Agricultural Co-operative Society.)

DRESS AND OFFICIAL COSTUMES.

In an attempt to contrast the conditions of our own times with those of fifty years ago, it is impossible to overlook the fact that the street scenes of the earlier period differed not merely because of the character of many of the buildings, the absence of tramcars, automobiles, cycles, and other modern features, but owing to the style in which the citizens dressed. A precedent exists for referring to this personal feature, for a writer in the first quarter of the nineteenth century has provided a delightfully quaint description of the people of his day:—"As there are many people of fashion and fortune, who are constant residents at the Hotwells and Clifton, so there is a great influx of nobility and gentry from all parts to these places during the months of summer. These well-bred people circulate cash; enliven and embellish the city; introduce propriety of diction; taste for literature, novelty of fashion, and elegance of address; so that the inhabitants cannot fail to profit by their arrival. The ladies, gentlemen, and decent ranks in Bristol, dress fashionably, having Bath almost at their gates, and Clifton and the Hotwells under their inspection. It has been frequently observed, that formerly, the ladies of Bristol were noted for homeliness of person, and an ungraceful appearance. It is difficult to account for such a native and universal deformity as have heretofore been their characteristics. These attributions might possibly be, as many other local reflections and stigmas are, utterly groundless, but whether so or not, at present the contrary is absolutely the case. Many of the fair sex here are truly fair, and England cannot produce finer and more beautiful women than the city of Bristol." Having reached the limits of his prose, this bygone Bristol author launched out into verse descriptive of the charms of the "crowds of blooming nymphs" who took their circuit and imbibed the breeze in College Green.

GENTLEMAN'S DRESS; 1856.

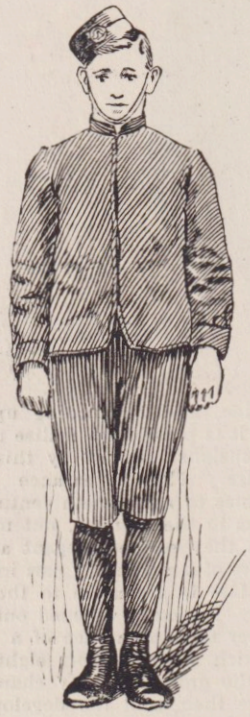
RED MAIDS' SCHOOL. MÜLLER'S ORPHANAGE.
(Summer attire.)

The comparison in the matter of dress need not be carried quite so far back as 1825. The middle of the nineteenth century was the period of the crinoline, and by turning up an old fashion-plate, it is possible to realise the extraordinary dimensions attained by this part of feminine attire. The appearance of these curious costumes to a twentieth century observer, is hideous in the extreme, but to wearers in those days they seemed elegant and desirable. A picture of a girl taking part in a public ceremony in 1856 is grotesque to the modern untrained eye. The dress widened out so as to give the wearer the appearance of a cone, the bottom of which stopped short eight or nine inches from the ground. Many changes have occurred since then, and the development of athletic pursuits among ladies is one of the factors which would tend to prevent a return of the fashions of fifty years ago. The mature ladies of that day would probably have been horrified if they had been assured that the girls of succeeding generations would amuse themselves with cricket, hockey, golf, lawn tennis, and cycling. The attempt to trace ladies' fashions for fifty years would require a volume. In the eighties distorting features so pronounced in character were introduced, that a woman would require considerable courage to walk through Bristol streets in 1909 in one of the costumes of a generation earlier. At its maximum the chignon was almost as outrageous in appearance as the crinoline, and the average man has to confess himself unequal to do more than recall with amused wonderment the varieties of ladies' head-dress, not the least among which was the "Merry Widow" hat of 1908. Although there are dangers in generalisation, it is fairly safe to say that twentieth-century ladies' dress is more artistic than the attire of 1858. Miss Frances Power Cobbe, after nearly fourscore years' experience of life, paid a tribute to the young ladies of Clifton, declaring them to be nice healthy-looking girls, and sensibly dressed. Some may regard the eulogy of this shrewd feminine observer as of even greater value than

LADIES' DRESS; 1856.

that of the old writer who has been quoted.

Gentlemen's dress was not so strikingly different as that of the ladies half a century ago, but if two or three of the male citizens attired in the clothing of that date made their appearance in the streets, they would certainly be regarded as sufficiently strange to attract attention. One feature was the dimensions of the top hat, another the size of the collar, and a third the voluminous material of the necktie. Those who remember the fifties refer to the wearing of coats, the cloth of which was of bright colour. The tall silk hat and frock coat are still in some minds regarded as emblems of orthodoxy, but, in the evolution of male attire, the masculine demand for comfort rather than convention has exercised a marked effect. Knee breeches, which at one time appeared to have passed out of the possibilities of modern dress, have had a considerable vogue; the cycle probably exercised an influence in causing their introduction, but they have been adopted by many who never participated in this method of travelling.



COLSTON SCHOOL.
(Cadet uniform, since abandoned.)

Opportunities for comparison also present themselves in dress distinctive of schools, members of Volunteer regiments, and occupants of official positions.

Alderman Whitson, in his will, prescribed the attire of the girls who were to be admitted to the school he founded, and the excessively neat costume of the Red Maids, with its touch of colour, is by no means unattractive. The gown is of red stuff, and the Red Maids wear a white apron, and white cape reaching to the waist. The straw bonnet has blue trimmings and strings, and a frill of white material between it and the wearer's forehead. This attire has survived the lapse of centuries, and is still familiar to the Bristol public. In winter a warm cloak of red and black plaid takes the place of the white cape.

The garb of the Queen Elizabeth's Hospital boys also suggests the past. The coat, of dark-blue cloth, reaches to the ankles; the soft, squab head-dress is of the same colour, but has an orange bob on top and an orange band around it; a leather waist-belt, knee-breeches, orange-coloured stockings, and shoes are other features of the dress. There is a rumour that this curious costume is likely in the near future to be changed. The Colston Boys were formerly attired in the same style as those of Queen Elizabeth's Hospital, but the use of a different colour for stockings and cap-band served to distinguish the two schools. The Colston boys also had on their breasts a large metal badge with a dolphin stamped upon it. Soon after the reorganisation of the school, the Governors changed the old-fashioned garb for one of the cadet type. This in turn has been the subject of alteration, owing to the adoption of a Norfolk jacket. Mr Latimer is somewhat severe on the ancient dress of these schools. "Grotesque old habiliments" is the phrase he applies to it, and he has placed it upon record that more than a quarter of a century ago the adoption of a modern costume was contemplated at the City School, but the innovation was abandoned because it was found to be slightly more expensive.

CITY TREASURER.

THE SHERIFF.

The children at Müller's Orphanage to a considerable extent retain the style of dress selected many years ago. The boys have short jackets, and peaked caps; the girls wear a spotted cotton print dress, white cape, and "coal-scuttle" bonnet. Cloaks or shawls are worn in winter.

The girls of the Blue Maids' School, and the inmates of several Bristol institutions have a special garb by which they can be recognised, but in the homes for children established by the Bristol Guardians, distinctive dress has been purposely abandoned, and this course has found favour in other instances.

Nonconformist ministers are not so rigid in adherence to an attire suggestive of their profession as the clergy of the Established Church, but even in the Free Churches ministerial dress has not altogether lost a distinctive character. In moving to and fro in Bristol, a resident familiar only with the city of fifty years ago could scarcely avoid being struck also by the smart uniforms of the Tramway Company's officers, and the noticeable dress of the nurses attached to various medical institutions.

QUEEN ELIZABETH'S HOSPITAL.

Antiquaries occasionally lament the effects of modern utilitarianism. Some of the officials who once added to the pomp and circumstance of civic displays are no longer appointed; a few of the members of the City Council never don the scarlet robes worn by the majority upon state occasions, and at an ordinary meeting of the Corporation, the Lord Mayor and the Sword Bearer are the only persons who appear in the dress of office.

The Sword Bearer is not often seen in public, and at a Council meeting in 1909 questions were asked which showed that some doubted whether the office was one that should be continued. There is, however, a natural hesitancy to deprive civic ceremonial of that which imparts to it a distinctive character and dignity, and the appointment was not seriously challenged. The Sword Bearer precedes the Lord Mayor when he enters the Council and on other state occasions, and carries in front of him a huge two-handed sword, sheathed in a highly-decorated scabbard. The Sword Bearer wears a black silk gown, and a grey fur head-dress of large dimensions. He retains this head-dress when preceding the Lord Mayor.

The Lord Mayor's costume is a velvet court dress, with long scarlet gown, heavily bordered with sable fur. A handsome chain is also a distinctive feature. Of all twentieth-century officials, the Lord Mayor's coachman and footman are most gorgeously arrayed, their attire being resplendent with gold braid. The Sheriff wears a court dress, and a slender sword. The City Treasurer's official garb is a black silk gown, having a deep velvet collar, and slight decorations on the sleeves. The almost flat head-dress is also black, and the City Treasurer carries as an insignia of his position a small copper gilt mace.

The Exchange Keeper, like the Town Criers, belongs to the past. Mr John Stone held the position of Exchange Keeper from 1850 until his death in 1893, and the post was not afterwards filled. The tall, silver-topped mace, the emblem of authority of the Exchange Keeper, was noticeable, and features of the attire were a gown of pale blue stuff and a head-dress suggesting the pattern of that worn by admirals of the fleet.

THE LAST EXCHANGE KEEPER.

The City Trumpeters still appear upon the steps of the Guildhall ready to salute the Judges of Assize with a blast upon their instruments when the court is about to sit. Their costume gives them rather a sporting appearance, its features being a velvet jockey cap, blue coat, scarlet waistcoat, and drab breeches and gaiters. They wear the seventeenth century chains on their collars as part of their dress.

Police uniforms from the days of the "Charlies" down to the present were illustrated on page 283. Public defenders of another order are to be found in the Territorial regiments and the battalions which preceded them. Among the dark-green coated Volunteer riflemen of 1859 onwards the lance-sergeant of an earlier date would have been conspicuous with his tall black hat, red coat, white buckskin breeches, and his epaulets striped with red and white. He carried a long pike or lance, and

A CITY TRUMPETER.

useful although that weapon might have been in charging a disorderly crowd, against a modern soldier, with his small-bore rifle and magazine of cartridges, the lance-sergeant would have had a terribly poor chance. The rifleman of 1860 is sketched wearing a forage cap. Those who were familiar with the rifle corps (now the 4th Battalion Gloucestershire Regiment) thirty

THE LORD MAYOR.

years ago, will remember that upon full-dress parades a shako was worn. It was of stiff, dark-green felt, and had a shiny peak to shade the eyes. Upon the front was a metal badge indicative of the corps, while above, projecting from the front edge of the top was a decoration —at one time a small brush, and at another a circular bob made of wool. The helmet was adopted at a later date. The uniform of the 6th Battalion Gloucester Regiment, when brought into existence, was suggestive of Colonial rather than British usage. Features of it were the leggings and the soft, wide-brimmed head-dress, with a decoration of cock's feathers. Putties succeeded the leggings, and the German pattern made its influence felt in the design of the hat. The Volunteer En-

THE SWORD BEARER.

gineers wear a red tunic, blue trousers with red stripe, white cross belts and pouch, and helmet. The Volunteer Artillery dress is of dark-blue cloth with red facings. Changes have occurred in the head-dress, and the sketch shows that of the Brodrick period when the German type of cap had been adopted. A more familiar head-dress is the black hair busby with a red bag as a decoration on the one side and a brush projecting above the top on the other. Under the Territorial system, the old Volunteer uniforms have to give place to the khaki dress, now characteristic of the regular soldier. The costume of the Royal Naval Volunteers closely resembles that of a "Jack Tar." The marching order dress includes putties, and cartridge bandoliers.

BRISTOL VOLUNTEER UNIFORMS.

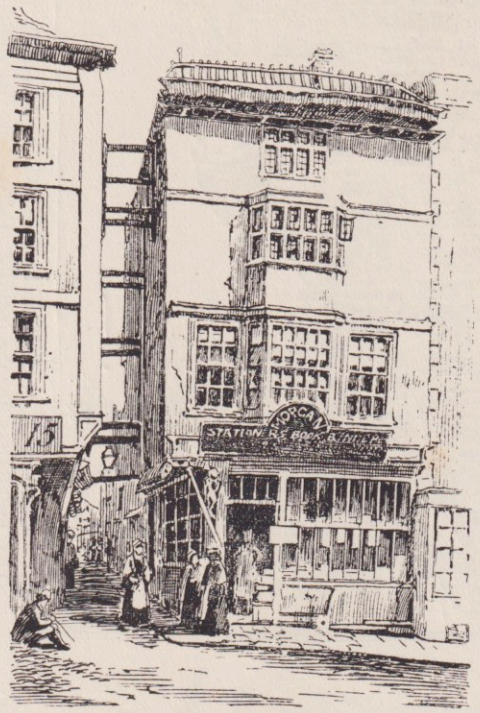
Lance-Sergt. Royal Bristol Volunteers; 1802. | Private, Bristol Rifles; 1860. | Sergeant, 1st Gloucester (Bristol) Rifles; 1882.

BRISTOL VOLUNTEER UNIFORMS.

3rd Gloucester (Bristol) Rifles when first formed. | Royal Naval Volunteers. | Volunteer Artillery (Bristol) at time of Brodrick forage cap. | Bristol Volunteer Engineers.

MISCELLANEOUS FEATURES, PAST AND PRESENT.

The decision of the City Council to renovate, instead of to demolish, the Dutch House, while defended upon financial grounds, may be interpreted as an evidence of reluctance to lessen the city's architectural links with the past. In this particular instance, the building had no striking historical associations; its origin is a matter of speculation, and if the commonly accepted theory be true, the bygone painter, whose picture depicted Queen Elizabeth passing the old timber-framed building, represented an impossibility, the Dutch House being of considerably later date. If lacking other desirable qualities, the building is distinctive; it has marked the junction of the four oldest streets of the city for at least two hundred years, and hence, while many urged that it should be swept away in a street improvement scheme, others advised the Corporation to retain it. The Council listened to the antiquaries, but, to accommodate modern traffic, accepted the advice of experts to cut back the shop front, so that a widened pavement may pass beneath overhanging upper storeys. The work was completed early in 1909.



A BIT OF OLD HIGH STREET.

(The house stood at the corner formed by High Street and Maryleport Street.)

This recent example of sensitiveness in regard to that which belongs to the past is suggested by the attempt to realise the transformation that has occurred in many Bristol streets since the days of our grandparents. Broad Street may be taken as an illustration. The title can only be regarded as a relative one; it was an appreciation of its dimensions in contrast with Small Street, and other extremely narrow thoroughfares. Yet, when looking at a drawing of the old street, it will scarcely be denied that, from the pictorial point of view, the past has merits which the present can scarcely claim. The ancient houses, with their pointed gables and decorated frontages, taught a lesson which too many subsequent designers failed to learn, and in numerous instances they were succeeded by buildings plain to the verge of ugliness. Christ Church, in the eighteenth century (a sketch is given on page 130), stood out further than now, and, when it was rebuilt, the Council contributed £1,500 to the scheme, on condition that the road was widened to 22 feet. Whether the bargain was fully carried out is not certain, but there is no doubt the rebuilding scheme of 1790 made a considerable difference at that end of Broad Street, and in 1835 other venerable features on the same side, but nearer St. John's Gateway, disappeared in order that the widening process should be continued. In 1843, when Albion Chambers were erected, houses were demolished on the western side of the street, and in the following year a sweep was made between there and the Council House, nine buildings having been set back. The erection of the Bank of England branch caused further havoc with the ancient conditions.

Wine Street and Corn Street have also changed in their appearance, and few traces of the old architecture have survived. Two portions of High Street give a slight idea of what its former appearance must have been and Maryleport Street retains more of the old-world character. The Pithay, familiar a decade ago, has completely disappeared, and, in place of the overhanging houses, there stand the tall, red brick walls of one of Bristol's greatest factories.

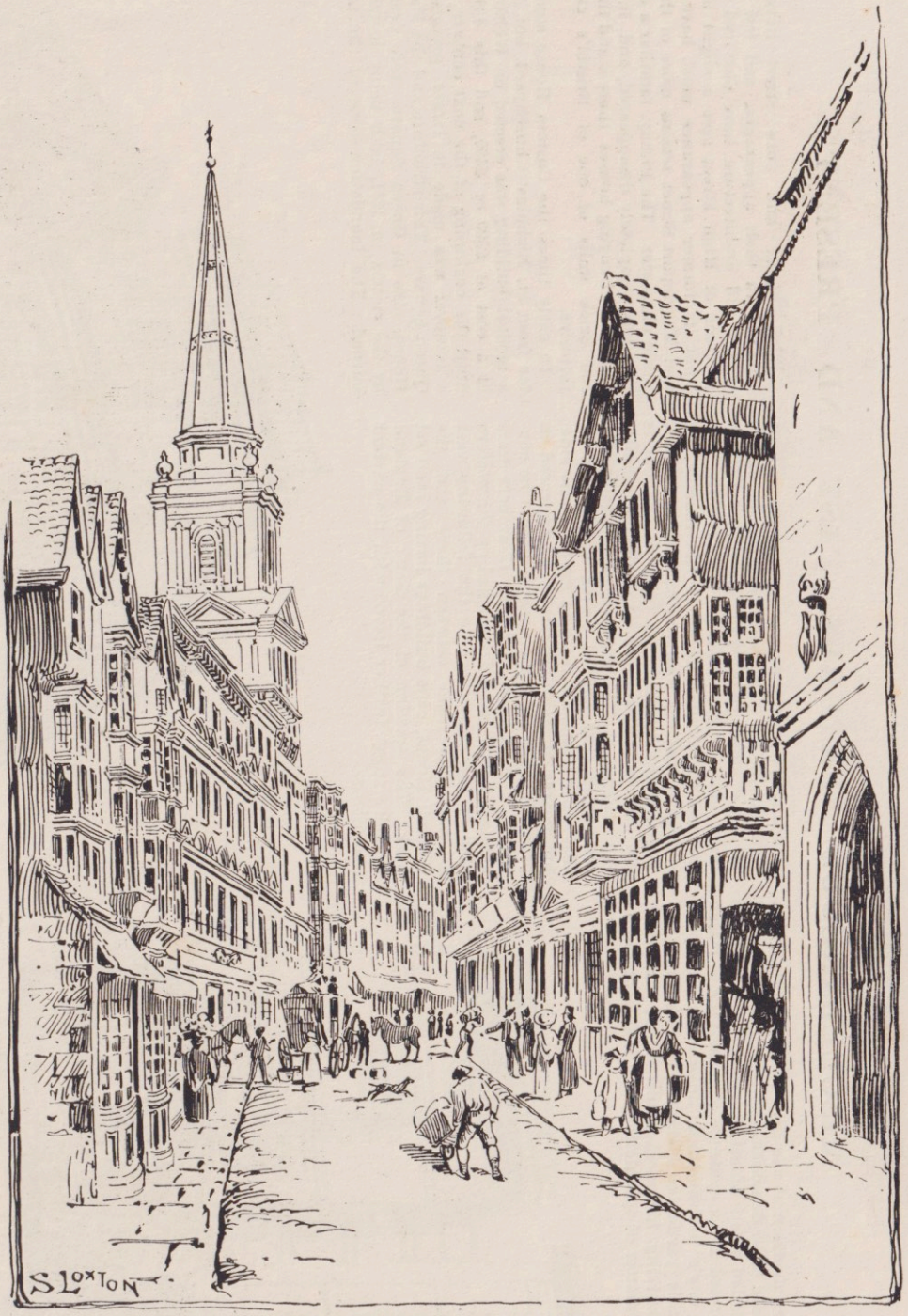
In early times the Custom House stood not far from St. Nicholas' Churchyard, but in 1666 a modest building was erected on Welsh Back at a cost of £300 or £400, and this did duty until the beginning of the next century, when a removal was made to larger premises in Queen Square. This structure and the Mansion House, also in Queen Square, were destroyed by the rioters in 1831, both being looted and burned. The foundation-stone of the present

THE DUTCH HOUSE; 1909.

(From the drawing which formed the basis of the restoration scheme.)

THE PITHAY; 1888.

(The old houses have been demolished. Factory buildings occupy both sides of the street.)



BROAD STREET; ABOUT 1829.

(The building with the pointed doorway on the right is the former Guildhall.)

Custom House was laid in 1834, and rather less than three years afterwards the new building was in use. Meanwhile the department carried on its work in temporary quarters in St. Augustine's. In 1764, the Customs collected amounted to £195,000, a sum more than twice that received at Liverpool. In 1907 the Bristol total was £4,165,454.

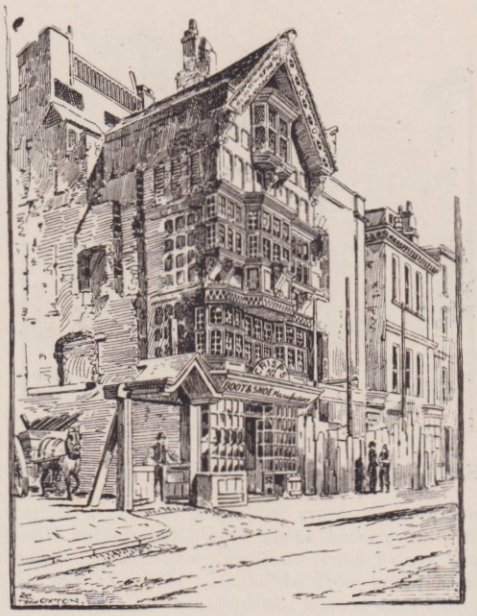
The square shot-tower opposite Redcliff Church recalls the story of the Bristol plumber, who, in consequence of a dream, was induced to think that he could make small shot by allowing molten lead to fall in drops from a height into a vessel of water. The first experiment is said to have been made with a kitchen colander, and the result was so satisfactory that the author of the idea, Mr William Watts, patented it on December 10th, 1782, and subsequently sold his rights for a large sum of money. His shot-tower is not the only memorial of him Bristol possesses. At Hotwells, near the pontoons, a huge wall rising from near the river's bank serves as the foundation of one of the large residences in Windsor Terrace. The plumber was apparently one of those who set about building without counting the cost, and his easily acquired wealth was absorbed before the superstructure could be placed upon this expensive foundation wall.

ST. KATHARINE'S HOSPITAL, BEDMINSTER.

The development of the tobacco industry in Bristol is responsible for great changes in Bedminster. In East Street a large area has been, at various times, cleared to make way for the new buildings of the Imperial Tobacco Company. One of the sketches shows the first stage in this process, and, since 1889 when it was drawn, the old cottages extending between the premises of Messrs W. D. and H. O. Wills and the Malago Brook have been demolished. For a time the ground remained unbuilt upon, but more recently it has been covered by a factory extension. In the other direction also the new has replaced that which was older and one side of Lombard Street was swept away in 1907, in order that additional offices might be provided on the ground for the same firm. Archæologists evinced an interest in the earlier stages of this transformation in consequence of the disappearance, during the process, of all that remained of the venerable hospital of St. Katharine (sometimes rendered St. Catherine), believed to have been founded in the thirteenth century. Father Grant's picturesque description and lament written at the time are worth quoting.

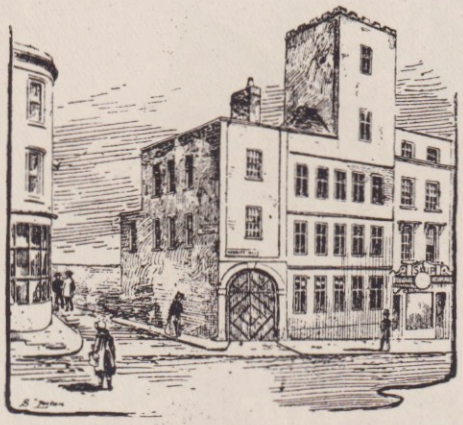
"Pass over Bedminster Bridge, leaving the fair tower and spire of St. Mary Redcliff, the most beautiful parish church in all England, behind you, and walk straight on until you see some almost deserted and now tumble-down cottages, with the word 'Bright-bow' on the angle of the group. No need of your putting your ear to the ground at night; when all is still you will hear the rush of a riverlet making its way underground to St. Katharine's Mead; and you will see the brook of Bishopsworth coming forth to the river if you follow it up to the right of East Street. Formerly it watered the Abbey Gardens and Little Paradise; then it turned to Abbey Mill, which existed a year ago, and of which I believe my own rude sketch is the only record extant; it passed under the bridge or bow, and it rejoiced the hearts of the Priest Warden and his twelve poor men, the inmates of St. Katharine's Hospital, looking south, with its mead of St. Katharine opening to the shipping in the Avon; to the old Augustinian Abbey and to Brandon Hill, crowned with its coronet of flowering white thorns, and surmounted by the hermitage of the saint whose name it still bears. This house was on a great road of pilgrims; pilgrims to St. Anne's-in-the-Wood, and even pilgrims to Glastonbury, or pilgrims from the country to Bristol itself, and to the famous

MARYLEPORT STREET; 1889.



A BIT OF OLD WINE STREET.

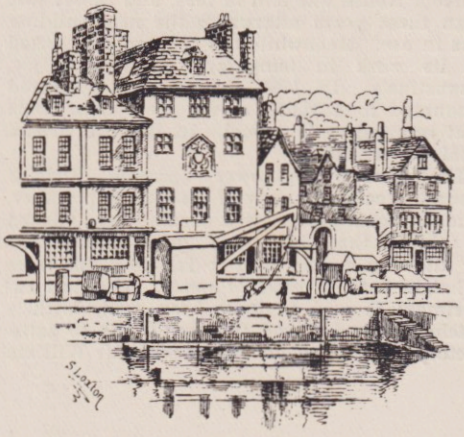
(Reproduced from Skelton's engraving.)



SHOT-TOWER, REDCLIFF HILL; 1890.

shrine of St. Mary Bellhouse in old St. Peter's Church, passed along from Bedminster Down and rested here, footsore, wallet-laden, intent on a pious work of faith. . . . . For pilgrims then was St. Katharine's built. Like that of St. Cross at Winchester, it was sufficiently endowed to afford a dole to everyone on his way—a piece of bread, some good Cheddar cheese, and a good draught of cider. Of all this only a few vestiges remain. A stone building looking south, with the tracery of a Tudor doorway now blocked up, is all that exists of the Great House, where once the wayfarers were received. Alas, while I write these words (February 12th, 1887), they are pulling down the remains of the hostelry. By Tuesday next not a 'wrack' will be left behind."

Little is known of the nature of the original buildings, but it has been thought they consisted of a guest house or refectory, a gate house, several small dwelling houses or chambers probably arranged in quadrangles, an infirmary, and a small chapel. Mr A. E. Hudd, in a paper on the subject read to the Clifton Antiquarian Club, expressed the opinion that the chapel was pulled down at the end of the sixteenth century, although an Eastern Gothic window remained until 1829. Prior to that date a glass factory stood on part of the ground, and by 1824 this had been succeeded by a tanyard. A writer in 1843 (afterwards the Right Rev. R. Woodford, Bishop of Ely) refers to the relics of the hospital as "very insignificant," and says "the building now remaining has been broken up into cottages of the most wretched description." The tanyard and the "wretched" cottages were familiar enough to Bedminster residents between 1870 and 1880, but the ancient pilgrims were represented by wayfarers and tramps, and the Hospital on a religious basis, by a common lodging-house. The demolished institution and one feature in its ancient environment are represented by the name "Catherine Mead Street."



FORMER CUSTOM-HOUSE, WELSH BACK.

TOWER LANE; 1907.

(Looking past St. John's Church to Bell Lane. In an earlier section of this work allusion is made to the walls and gates of the ancient town of Bristol. The three small sketches of Bell Lane and Tower Lane may be regarded as supplementary to those illustrating that chapter. These lanes mark the line of the earliest wall erected to defend the little community crowded within its small enclosure.)

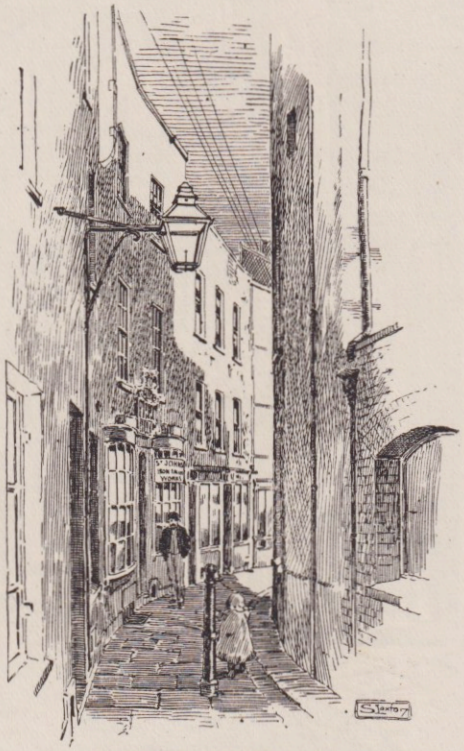
BELL LANE; 1907.

(Looking towards Tower Lane.)

LEWIN'S MEAD AND THE GREY FRIARS.

The name Lewin's Mead is an extremely ancient one. It carries the imagination back to the time when Bristolians, within half a mile of the centre of the little town, could take a stroll through a meadow on the bank of the Froom. Four centuries ago the title had lost its earlier significance, and Lewin's Mead had become one of the streets of Bristol. An entry in Robert Ricart's calendar, dated 1490, runs as follows:—"This year divers streetes in Bristowe were new paved, yt is to say, Hors-stret, Knightsmith-strete, Brode-strete, High-strete, Redclif strete, Thomas-strete, Temple-strete, Towker strete, the Bak, Baft-strete, Seynt Mary-strete, Lewin's Mede."

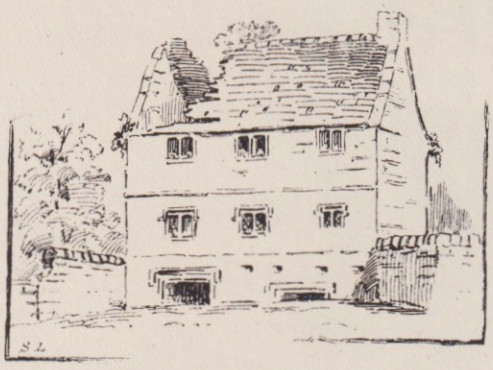
At a much earlier date than that to which Ricart referred, the Franciscan Friars appear to have established themselves on the riverside mead. In 1234, in the Close Rolls, an entry is found that they had been allowed to have seven cart-loads of wood from Kingswood, then part of a large forest. Other grants of wood were made to them, and it has been assumed the timber was used in the erection of the friary in which, at a later date, they were found to be established. It is supposed that, at the corner now occupied by Messrs Champion's confectionery works, an entrance to the monastery grounds was placed, the boundary of the property extending in one direction along Lewin's Mead, and in the other up the hill, approximately following the line taken by Lower Maudlin Street. Johnny Ball Lane is thought to have marked the boundary between the Franciscan domain and that attached to the Hospital of St. Bartholomew. Some of the earlier buildings of the Franciscans are supposed to have been reconstructed towards the end of the fourteenth century or at the beginning of the fifteenth. Most of their monastery has disappeared, the principal portion remaining being the building, situated in a turning off Lewin's Mead, which forms the subject of the



TOWER LANE; 1907.

(Looking towards John Street.)

1897 sketch. Another relic of the occupation of the Friary is the conduit head and reservoir on the north side of Upper Maudlin Street. From this the Friars had an excellent supply of water, which, century after century, has continued flowing. The late Mr Scott Lawrence, who was familiar with the details, stated that the subterranean archway, and the arrangements for the collection and storage of the water, together with the outfall for the overflow, were splendid examples of the work of the Friars. The history of this water supply shows the difficulties connected with the rule of perpetual poverty enjoined upon the Order. As a direct grant to the Friars would have been unorthodox, the Friars being unable to hold property, a friend who wished to confer on the Friary the advantages of a plentiful water supply vested it in the King for the perpetual use of the



ST. KATHARINE'S HOSPITAL.

(Believed by Father Grant to have been the guest house.)

Friars as free alms. In other places the difficulty had been evaded by conveying the property to the Corporation in trust for the Friars. The fountain supplies the All Saints' conduit. The Friars have been spoken of as town missioners, and an interesting fact in connection with them is they had the right to a moiety of the prisage of all fish (salt and fresh) brought into Bristol. Prisage means the right to levy a toll in kind instead of in coin. The other moiety of the prisage of fish went to the Dominicans, or Black Friars, whose house was situated at the back of Merchant Street, formerly called Mareshalle or Marshall Street, i.e., the place where the Castle troops were marshalled preparatory to the march viâ the King's Way (now King Street) to the exercising ground at King's Down. Both orders continued in the enjoyment of these privileges until the dissolution of the monasteries. There is evidence that a prison existed within the grounds of the Minor Friars, and that one of the Berkeleys was incarcerated in it under singular circumstances. This was James, Lord of Berkeley, who, having claimed the right to Berkeley Castle, was opposed by Margaret, eldest daughter of the Earl of Warwick. "She, having corrupted Rice Tewe, the porter of the castle, procured access for her son, Lord Lisle, with a number of armed men, who seized Lord James and his four sons, and kept them in prison for eleven weeks, and eventually carried them, with strong guards, into Grey Friars, Bristol." After the dissolution, King Henry VIII. sold the land, together with the buildings, orchards, dovecots, waters, watercourses, fish pools, &c. (including the prisage of fish), to the Corporation of Bristol. A Bristol antiquary has pointed out that the name Black Friars, by which a portion of the Grey Friars' enclosure has been known in modern times, is a misnomer. In 1775 Lewin's Mead was evidently considered to possess merits as a residential quarter, two of the city aldermen lived there, and there was also a high-class boarding school for boys in this street.

The reference to the excellent arrangements made by the Franciscans to secure a supply of water, renders appropriate an allusion to the channel constructed beneath Park Street, through which was carried the pipe serving the Carmelite Priory, St. Augustine's. The water in this case came from the vicinity of Brandon Hill. It was carried underground to the Priory, from which the St. John's Conduit, now in Nelson Street, was served. The pipes connected with this ancient system pass beneath Park Street. A man-hole in the street gives access to an arched way, six or seven feet high; this leads to a chamber about eight feet square. The conduit goes through this chamber, and another passage about 30 inches wide and a little over

SITE OF ST. KATHARINE'S HOSPITAL.

(Messrs W. D. and H. O. Wills have since utilised the ground occupied by the cottages.)

"THE QUADRANGLE," ST. KATHARINE'S HOSPITAL, BEDMINSTER.

(Now the site of the factory of Messrs W. D. and H. O. Wills.)

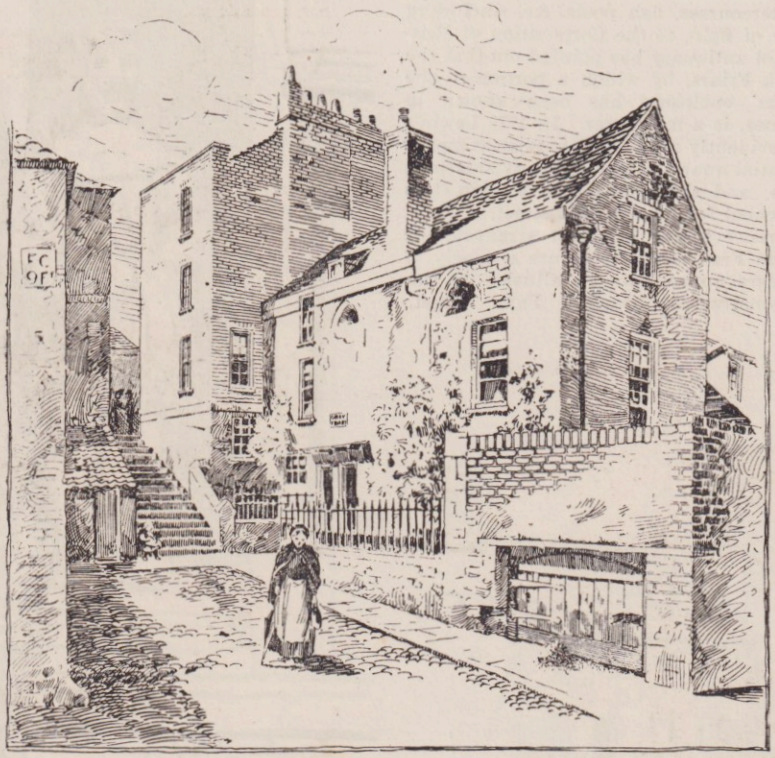
STATUE OF CHARLES II.

(Removed from a niche in front of the old Guildhall, in Broad Street, the figure now stands on the wall of the Guildhall yard.)

AN ANCIENT WATER SUPPLY.

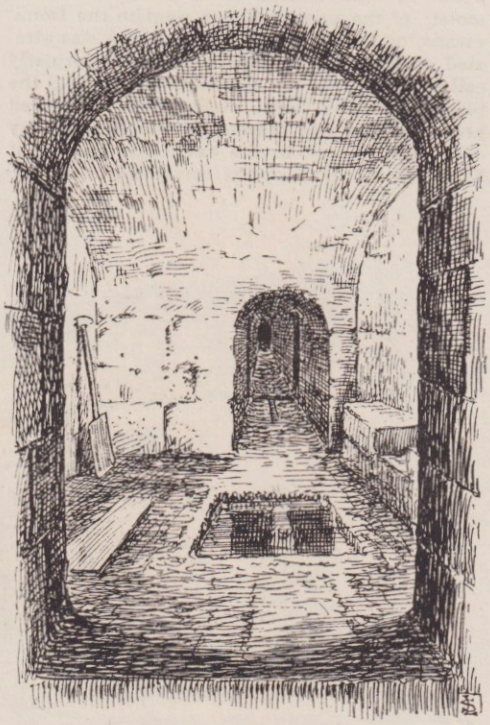
(The sketch shows the entrance to a chamber beneath Park Street, through which is carried the pipe which formerly served the Carmelite Priory. It now supplies St. John's Conduit, Nelson Street.)

CHURCH LANE, PETER STREET; 1909.



PORTION OF THE FORMER FRANCISCAN FRIARY; 1897.

(It is situated in a turning off Lewin's Mead. In 1809, Old King Street Baptist Church, then meeting in the Pithay, commenced a Sunday school, and part of the Friary was used for the purpose. The scholars used to march from the building to the Pithay to attend service. When the school jubilee was celebrated, a letter was received from one of those who attended the Sunday school at its opening.)



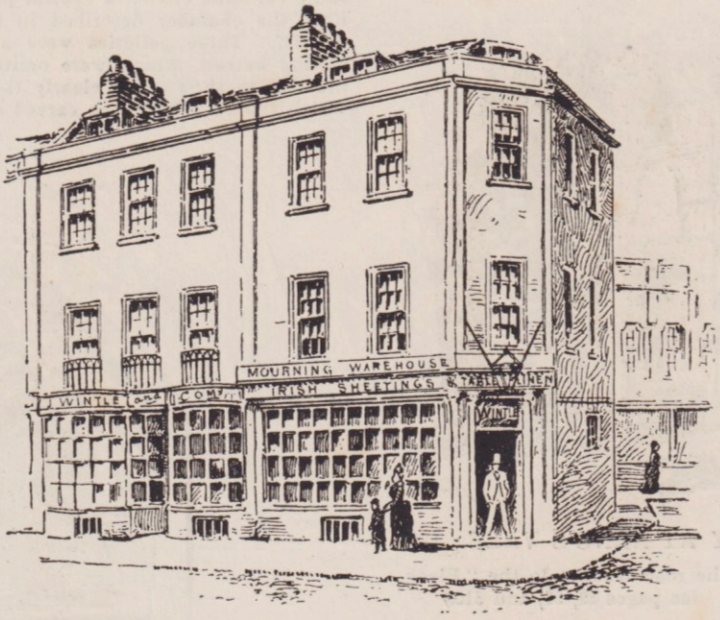
AN ANCIENT WATER SUPPLY.

(The chamber beneath Park Street.)

six feet high, leads from the chamber in the direction taken by the pipe. The sketches were made in 1909, when the chamber was opened to repair a leak in the conduit.

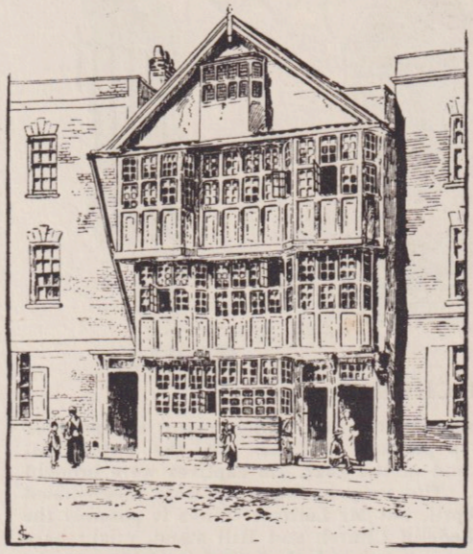
CAVERNS AND UNDERGROUND STORES.

Caverns have a fascination for many people, and in 1867 public interest was aroused by the reported discovery of a network of subterranean galleries passing under Redcliff Hill. The account given described the largest of the caverns as octagonal in form, forty-five feet in diameter, and seven feet high. "The vaulted roof was supported on eight columns at equal distances, and a ninth in the centre of the place. A well, bored from above, had passed through the central column. A wide, lofty, and well-finished corridor led to the cavern on the other side, but, this being walled up, the party could not explore further." Mr Latimer, who quotes from the story, adds that upon reading these statements, the owner of Redcliff Wharf, Mr Henry Charles Harford, publicly explained that the caverns were well known to him, and he had, when a boy, explored them to an immense distance, Redcliff Church standing on one of them. Mr Harford hinted that they had, at an earlier period, been used for smuggling, and even for worse purposes—kidnapping and slave-dealing. He believed they had been originally dug for sand-pits, and they had certainly proved valuable to the owners of Redcliff Wharf. In 1812, the owner of adjoining property, Mr Thomas King, claimed that portion of the caverns existing under his land, and the wall found by the explorers in 1867 was erected to separate the estates. The sketch of these curious galleries was made in July, 1906, by the courtesy of the representatives of the Mid-land Railway Company. The company have a wharf on the Redcliff side of the Harbour, near the Guinea Street ferry slip, and landward the ground rises steeply. It is, in fact, the hill of sandstone which gave rise to the name Redcliff. A door in one of the sheds of the waterside depôt led to an outer tunnel, from which, after a short distance, other passages were seen to branch off. On the occasion of the visit in 1906, taking a turning to the right, shortly after entering this subterranean way, a series of ramifications were met with, galleries forking off from each other with apparently no set design. As they were about seven feet in height



HOUSE FORMERLY IN CLARE STREET.

(This house was the birthplace of Mr T. E. Bowdich, an African explorer, who won high opinions by his work in Ashantee and elsewhere. He died in 1824, at the age of 31.)



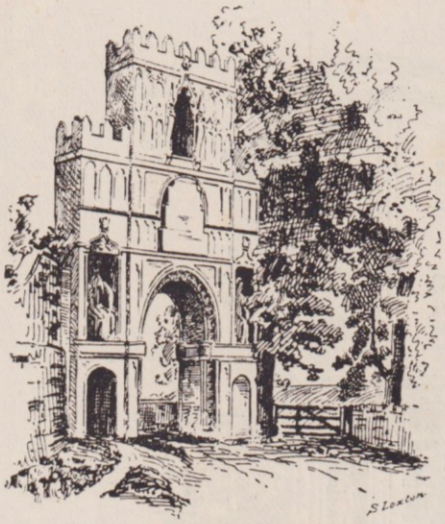
"JUDGE JEFFREY'S HOUSE"; 1880.

(Situated in King Street, and since demolished. The Judge lodged at this house—then the residence of the Town Clerk—when he came to Bristol in 1685 to hold an Assize destined to become notorious.)

BYGONE BRISTOL HOMES.

(Formerly standing in Lewin's Mead.)

OLD HOUSES IN SMALL STREET; 1889.

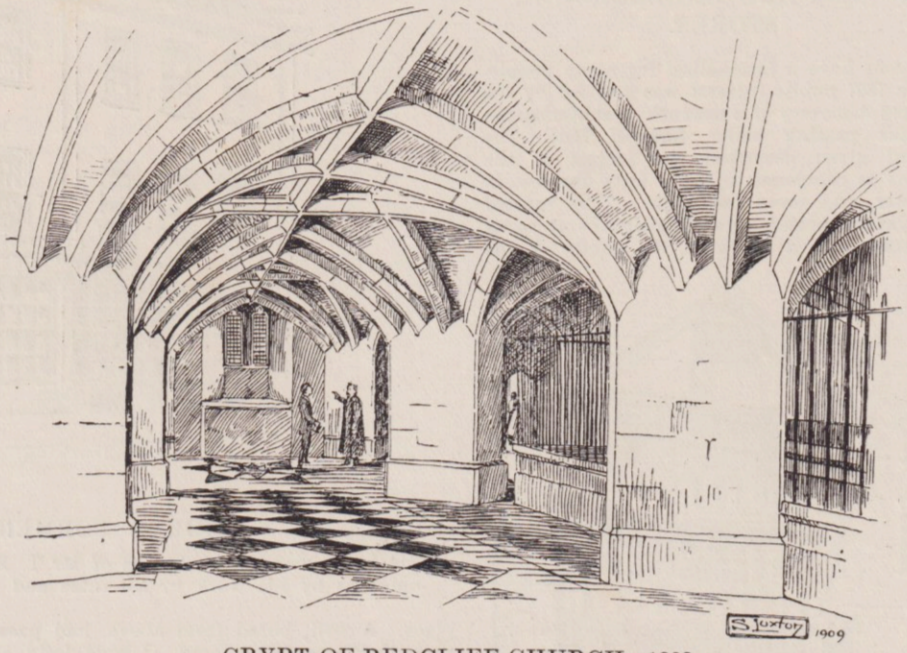


GATEWAY AT ARNO'S VALE; 1888.

(It spans the road leading to the "Black Castle." See pages 89, 98, and 310.)

they afforded ample room, but many of them were filled nearly to the roof with barrels of oil. The caves were lit by electric glow lamps, and, a distant light having been switched on, a glimpse, over the tops of the casks, could be obtained of galleries too full to enter. At points a visitor could see four or more tunnels branching off from that in which he was standing. Having turned back nearly to the entrance, a second set of excavations, rather nearer Bristol Bridge than the first series, was seen. They varied from the others in the excavation having been carried out more systematically, so as to cut away all the rock except the portions left to form the great natural columns supporting the roof. The sketch was taken at a spot where the appearance was crypt-like owing to the regularity of the work; it was here the eight sandstone columns circled a central pillar so as to form the chamber described in the narrative of 1867. These galleries were also used for storing barrels, which were omitted from the drawing to show more clearly the manner in which the rock had been carved out.

Bristol merchants in bygone centuries made large provision for warehousing their goods underground. Possibly such warehouses were considered to afford better protection against fire and "the King's enemies," and ample accommodation was the more necessary, inas-



CRYPT OF REDCLIFF CHURCH; 1909.

(Among the traditions attaching to Redcliff Church is one with which many are possibly unacquainted, viz., that it was once used as a prison. In June, 1695, the Dutch fleet was defeated by the British, and towards the end of the year, 120 captives were brought to Bristol to be lodged somehow or somewhere. The story is that they were incarcerated in the crypt of Redcliff until the following April, but Mr Latimer thinks it possible the caverns in the red sandstone cliff on which Redcliff Church and Hill stand, might have been used for the purpose. How the Dutchmen were fed or looked after is unknown; the Corporation provided them with a load of straw and fifty bed mats, and that is all the record tells us. When they left Redcliff in the following April it was not to regain freedom, but to undergo further detention at Chepstow Castle.)

CURIOUS CAVERNS IN REDCLIFF; 1906.

(They are artificial, and in modern times have been used for the storage of goods.)

much as the Corporation were not then in the habit of erecting commodious warehouses and granaries alongside the wharves. Mr John Evans records that "on taking down the Shambles, which continued the line of St. Nicholas Street, to erect the north side of Bridge Street, large Gothic arched cellars, running back almost into St. Mary-Port Churchyard, were discovered, used formerly for the reception of merchandize; and an old mooring-post stood in the ground, on entering the north door of the church itself; which post was removed about the year 1750. Before the existence of the Shambles, there were houses close to the river; and the street, from its being a great deposit of wealth under the residence of its owners, was called Worship Street."

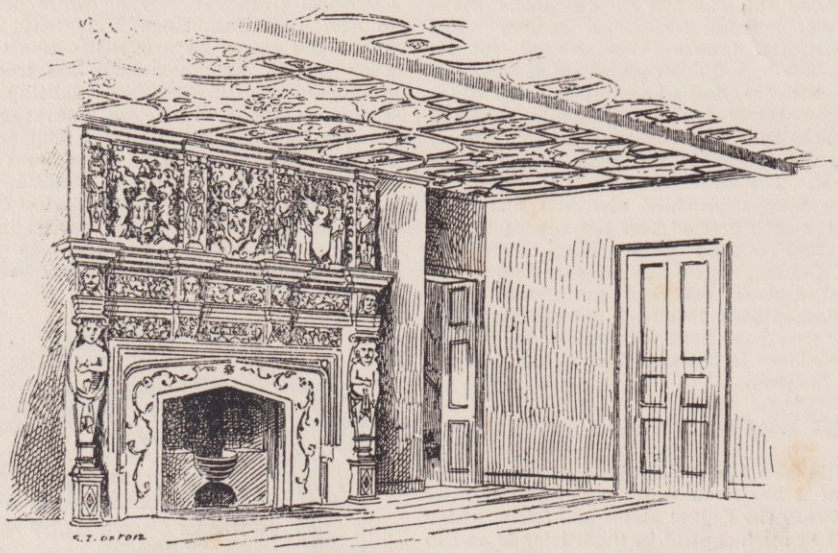
In the vicinity of Denmark Street the ground for a considerable distance is honeycombed with cellars, in which wines are stored. Several years ago an explorer walked from Tailors' Court through a remarkable series of cellars that, judging from the distance traversed, seemed to extend under Broad Street and some distance beyond. In Redcliff, too, there are relics exhibiting the same predilection of former merchants to excavate and utilise subterranean warehouses for their commodities.

CASTLE MILL STREET; ABOUT 1824.

(Based on sketches by Mr Granger.)

THE OUTSKIRTS OF BRISTOL.

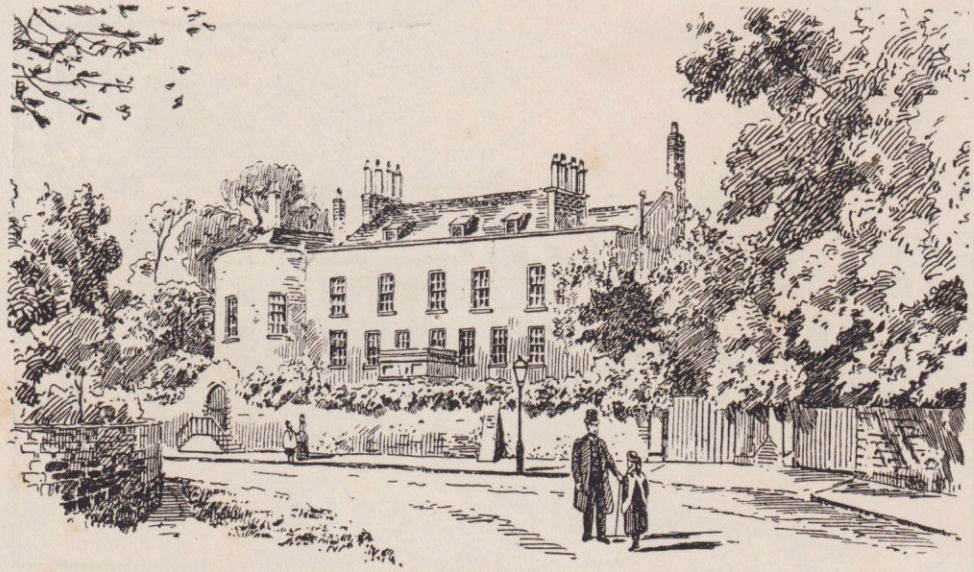
Changes on the outskirts are no less striking than those in ancient city streets. In Redland Road, not far from the Green, a colony of recently-erected villas bears the name Manor Park. That is the only link with the Manor House, the fine old residence believed to have been built in the seventeenth century, and sold in order that its ample garden might be developed as a building estate, about 1890.



MANTELPIECE AT REDLAND MANOR HOUSE; 1891.

Cotham turnpike stood close to the site of the new Western College, and in 1819, the date appended to the sketch, the district between that spot and Bishopston was rural. It formerly had an unenviable reputation, being the locality in which the terribly frequent executions took place. The scenes accompanying the infliction of the capital punishment were often of a brutalising character, and the existence near the spot of several public-houses of a not very high standard, contributed to the deplorable displays which at one time accompanied the administration of so-called justice. In 1773, as Bristol began to extend in that direction, an appeal was made to the Council to shift the gallows to Brandon Hill, but without avail. Cotham Road was formed in 1829, and at a later date the fields became the sites for villa residences. The round tower still standing in Cotham Park, was erected upon the foundations of a demolished windmill, used for a time for grinding snuff. The frequency with which windmills were diverted from their former use of grinding wheat, and turned into snuff-mills was such that it caused some apprehension as to the interference with food supply. This was due to the enormous amount of snuff used in the eighteenth century, but in the case of the Cotham Mill the experiment was of short duration. The tower built on the old site had not long been in existence when it was described in the Bristol Directory of 1793-4 in these terms:—"Here (at Cotham) is a round tower, or observatory, 70ft. high, on which the spectator has fine prospects of Bristol, the land and sea."

Until a few years ago no one would have experienced any difficulty in deciding where Redland ended and Bishopston commenced. The Cutler's Mills brook formed a natural boundary, and it flowed—sometimes a tiny trickle and at others a torrent capable of producing floods—deep down in the bed of a donga, the steep sloping sides of which were covered with vegetation. Blackberry bramble,



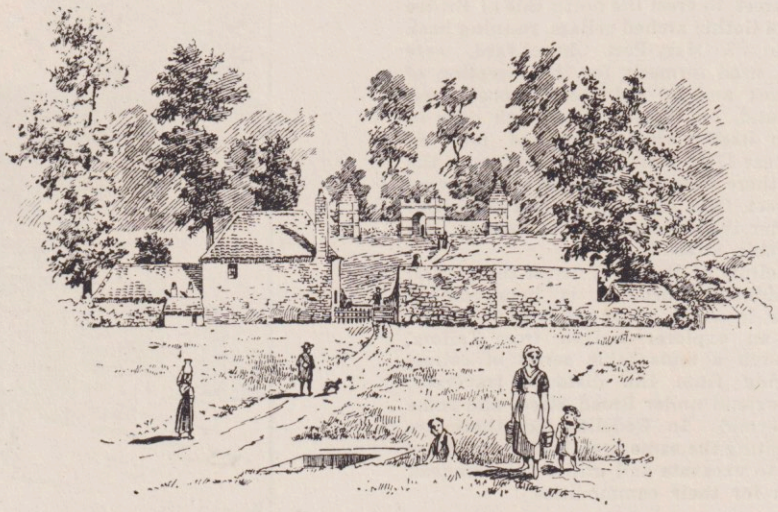
REDLAND MANOR HOUSE; 1891.

(Demolished shortly after that date.)

wild clematis, blackthorn, hazel nut bushes, hawthorn, and many other varieties had their share in making up this luxuriant jungle, and here and there taller trees rose above the lesser members of the family and gave the valley a sylvan appearance. It was a favourite place for birds; it was equally popular as the route for a ramble to the Downs or to Westbury. The winding path lay through purely rural country, farm lands stretching away on either hand. Great indeed has been the change. For a long while there was no proposal to cover the stream, and Elton Road and Cranbrook Road were pushed out into the valley with the open watercourse flowing at the back of the garden walls of the residents. Then came the demand for a bridge to connect the two districts, and after much discussion and negotiation, instead of spanning the donga, it was decided to fill it up, a channel being provided for the rivulet by constructing a large-sized culvert. The result is that a broad road now joins the two districts, and instead of a deep depression with a stream at its bottom there is a flat expanse of "made ground" upon which the builder has commenced operations.

COTHAM TOWER; 1904.

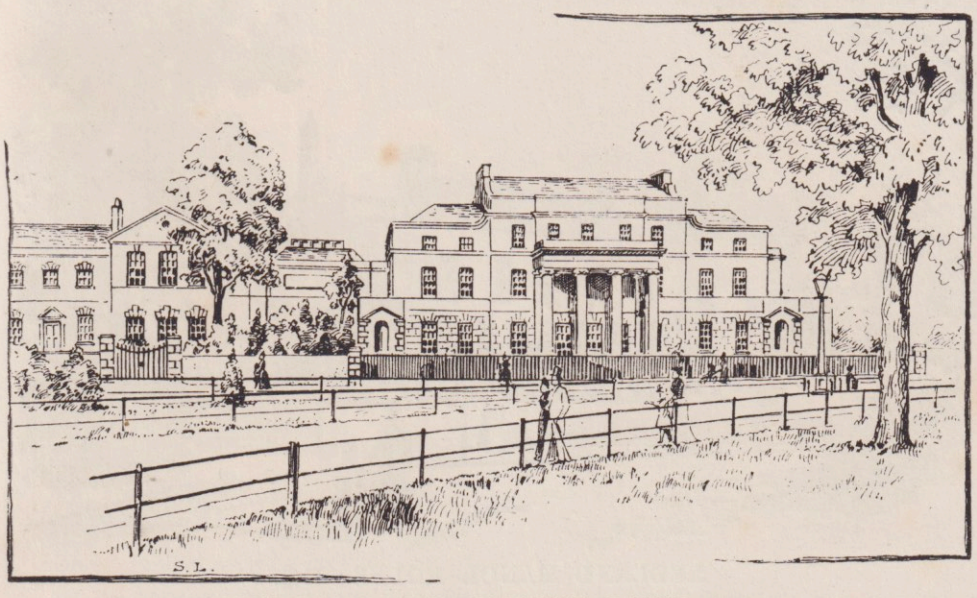
Many a tourist has had his curiosity excited by the strange-looking building at Arno's Vale, oftentimes referred to as the Black Castle. The material of which it is composed, blocks of foundry slag, and the fortress-like nature of the architecture account for the name. It formed the outbuildings of Arno's Court (now a Roman Catholic reformatory for girls) when that property was a private mansion. At a later period the grounds in which the Black Castle was situated became a nursery. The court and its annexe were erected for Mr William Reeve, a Quaker merchant of considerable prominence, and when building the Black Castle, about 1767, his fancy led him to secure and include in his architectural scheme sundry relics which probably otherwise would have been lost. The demolition, at that period, of Bristol gateways, provided him with materials, and in the arch erected over the approach road to the Black Castle were placed four very ancient figures, which had adorned two of the demolished structures. It is not certain whom these statues were intended to represent, and recently they have been removed from Brislington and placed in the architectural court of the Bristol Museum.



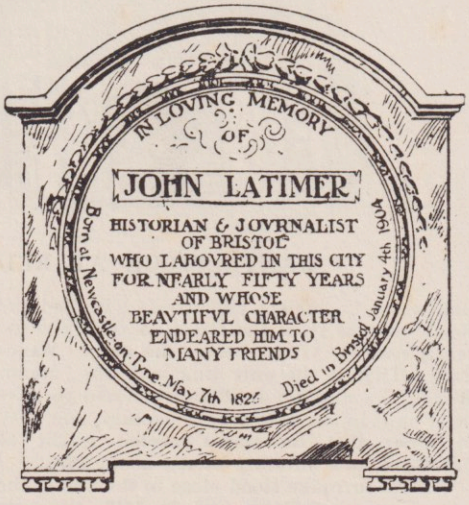
VIEW NEAR COTHAM TURNPIKE; 1819.

MONUMENTS AND MEMORIALS

Manilla and the Philippines suggest to the mind of a twentieth century reader the brief war between the United States and Spain, which brought Spanish control in those islands and in Cuba to an end. Manilla Hall, at Clifton, and the monuments on the fringe of Clifton Down have associations connected with an earlier struggle—one in which the power of Great Britain was matched against the Spaniards. Sir William Draper was the son of an officer of Customs in Bristol, and was educated at the Cathedral Grammar School before proceeding to Eton and Cambridge University. Having joined the Army, he won distinction in India, and, in 1763, he commanded the troops who conquered Manilla after fierce fighting with the Spaniards and natives. On returning to this country he built Manilla Hall, and erected in its grounds a memorial to the officers and soldiers who fell in the siege of Manilla, and also an obelisk to William Pitt, the Earl of Chatham. After his death the property passed into other hands, and some of the land was sold for building sites. The hall has since been demolished.



MANILLA HALL, CLIFTON DOWN; 1890.

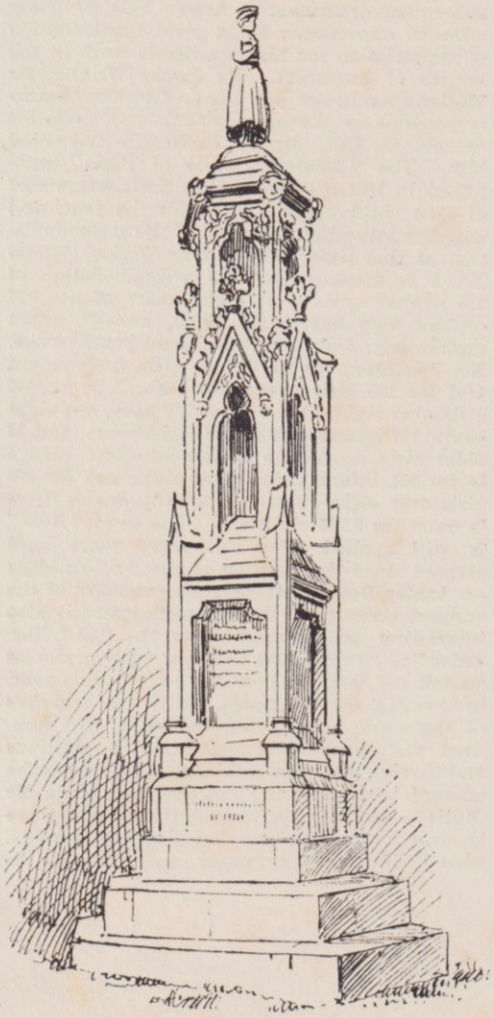


BRISTOL'S ANNALIST.

(The tablet to Mr John Latimer, placed in Bristol Cathedral.)

While notable names are particularly numerous in the history of Bristol, writers of the earlier part of the nineteenth century were not able to point to many statues erected in the streets to their memory. The equestrian figure of "King William on his copper horse" was one, the merits of which are beyond question, but the effigy of Charles II., now relegated to an obscure position on a wall of the yard at the Guildhall, would scarcely arouse an artist's enthusiasm. Like the figure of Father Neptune, in Victoria Street, it has several times been moved. Sculptured in 1666, and placed in front of the old Council House, it is now much

weather-beaten, but when occupying its original position, tradition alleges that one of the lady friends of Charles pronounced the statue to be more like a clumsy porter than a crowned monarch. It was removed to the Guildhall, and the author of the Bristol Guide of about 1825, makes the following allusion:—"The statue of Charles II. in Royal Robes, with a globe and sceptre in his hand, standing in a ninch in front of the Guildhall, is in a good bold attitude, and is well executed." It was presumably deposed from the prominent position fronting Broad Street, when the new Guildhall was erected in 1843.



CHATTERTON MONUMENT; 1889.

(This stands in Redcliff Churchyard.)

Notable additions have been made to the public monuments of the city since 1858. A marble statue erected near Bristol Bridge was unveiled by Sir Joseph Weston on October 27th, 1887, to commemorate the life and work of Mr Samuel Morley, who had been for eighteen years member of Parliament for the city, and to whose philanthropy many religious and social movements were indebted. The desire to recognise his services to the city and the nation led to a Guildhall meeting being held, with the result that about five thousand persons contributed to the cost of a statue of which Mr Havard Thomas, a Bristolian, was the sculptor. The statue of Queen Victoria in College Green was erected to commemorate her Majesty's jubilee, and was unveiled by Prince Albert Victor on July 25th, 1888. Sir J. S. Boehm was the sculptor. On Oct. 30th, 1894, Lord Rosebery, then Premier, unveiled a bronze statue of Edmund Burke in Colston Avenue. It was a replica of one in the Houses of Parliament, and was presented to the city by Lord Winterstoke. The weather was extremely unfavourable, and after the unveiling those present adjourned to the Colston Hall, where Lord Rosebery gave an address. In 1895, on Nov. 13, the anniversary of his birth, a bronze statue of Edward Colston was unveiled in Colston Avenue. This was the work of Mr J. Cassidy, of Manchester, and was unveiled by the Mayor, Mr (now Sir) W. H. Davies. Among public monuments must also be mentioned the Cabot Tower on Brandon Hill, opened by the Marquis of Dufferin on September 6th, 1898; and the memorial to the members of the Gloucestershire Regiment who fell in the Boer War. The Gloucestershire memorial was erected near the Victoria Rooms, and unveiled by Lord Roberts on March 4th, 1905. Bristol has no public statues of John Carr, Robert and Nicholas Thorne, or Alderman Whitson—the founders, respectively, of Queen Elizabeth's Hospital, the Grammar School, and the Red Maids' School—institutions which led the way in popular education. The schools, orphanages, hospitals, and almshouses, and other institutions, perpetuate by useful work the influence exerted by those who once participated in the activities of the city.

In 1897 the Clifton Antiquarian Club affixed to the old school in Pile Street, Redcliff, a tablet with the words, "Thomas Chatterton, poet, attended this school. Born 1752, died 1770." Brief although the statement, it recalls to the minds of those familiar with Chatterton's history, the story of genius, imagination, disappointment, and tragedy, marking the career of the boy-poet. Chatterton's father was master of the Pile Street School, but died several months before the birth of his famous son. Mr Love afterwards became master; he apparently failed to discern the latent ability the child, Thomas, possessed, and sent him home as incurably dull. The boy was then between five and six, and the mental development which occurred a little later showed the incorrectness of the verdict in this, as in numerous other cases of those who have become famous for their intellectual powers. The Colston School, in St. Augustine's, where the boy was afterwards sent, has been replaced by the Colston Hall, and a twentieth-century visitor would in vain search Corn Street for the office where Chatterton entered the service of Mr Lambert, the attorney. Since the Museum in Queen's Road has passed under municipal control, a strong desire has been shown to make the Chatterton collection as complete as possible, and the high prices realised for the poet's manuscript recall the difficulty their author found in raising a few shillings by the sale of his writings.

PILE STREET SCHOOL; 1897.

(Thomas Chatterton, the poet, attended this school.)

GLOUCESTERSHIRE REGIMENT MEMORIAL.

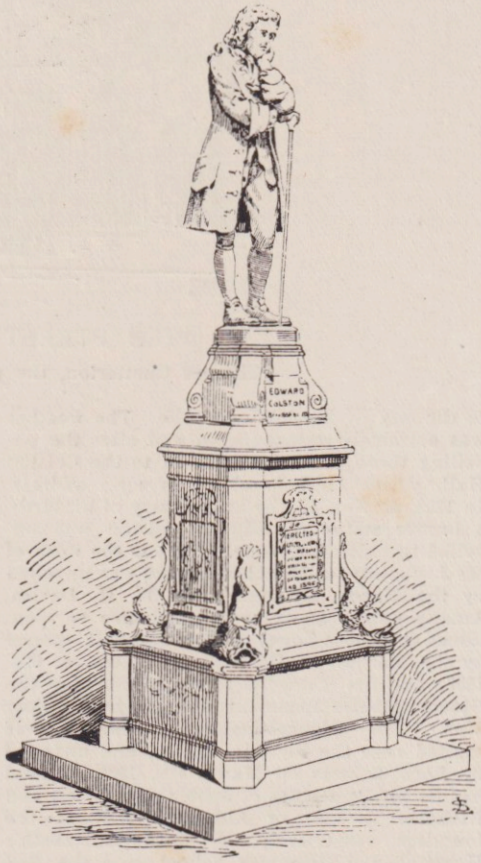
(Erected in Queen's Road in memory of members of the regiment who fell in the Boer War.)

OLD HOUSE IN CORN STREET.

(It was in this building that Chatterton was employed by Mr Lambert, the attorney.)

MR GEORGE MÜLLER & HIS WORK.

In the period embraced in this retrospect, no Bristol institution has accomplished a more remarkable work than the Orphanage upon Ashley Down, still known by the name of its founder, Mr George Müller. In 1836 Mr Müller opened the first of his homes for orphans—a large rented house in Wilson Street. It accommodated 30 inmates, and almost immediately proved insufficient. The same year, therefore, a second house in Wilson Street was taken; in 1837 a third, and in 1843 a fourth. So far there were 126 children and 11 helpers—teachers and matrons. Mr Müller realised that operations on a far larger scale were needed, and hence the erection of a group of buildings on Ashley Down. For twenty years this great building scheme went on, houses being opened in 1849, 1857, 1862, 1868, and 1869. The annual sum necessary to maintain the huge family for whom Mr Müller became responsible, ranged from £20,000 to £25,000 each year, and the feature that has given exceptional character to the work is that from first to last no appeal has been made to the public for aid, and the names of those who send free-will contributions are never disclosed. Each year a "Brief Narrative of Facts" has been printed and sold to those who cared to inquire for it, and the story told in this quaintly-titled publication has impressed readers in nearly every civilised country of the world. In addition to the Orphanage, Mr Müller initiated a great missionary agency, and assisted, by the distribution of the Scriptures in many languages and by money grants, the work of Christian teaching carried on in various parts of the globe. One of Mr Müller's avowed objects was "to show even in the nineteenth century what can be accomplished by prayer and faith," and he received world-wide testimony of the influence of his example in this direction. He at one time stated that he and his friends did not "in the least intend to give the impression that it is un-Scriptural, far less sinful, to apply to individual believers for pecuniary supplies for the work of God: but simply mean that, in our case, we have never yet asked for help, in order to show the power of prayer and faith, and thus help on those who are weak in faith; so this is never done." Year after year the work has gone on without break, and although on several occasions financial prospects have been such that from a human point of view the outlook prompted anxiety, yet, as the crisis seemed imminent, there has come the required sustenance. The old story



STATUE OF EDWARD COLSTON.

(Erected in Colston Avenue.)

so often told by Mr Müller is repeated month after month, and the sceptic, who can throw no doubt upon the facts, has never yet been able to propound a materialistic theory adequately accounting for the phenomenon. The preaching tours undertaken by Mr Müller after he had reached the age of 70 afforded another example of his resources. When speaking at Bethesda Chapel, on his 90th birthday, he stated that he had travelled 200,000 miles by land and sea with his departed wife, had preached in 42 countries in Europe, America, Africa, Asia, and the six Australian Colonies. He had crossed the Atlantic seven times, been over the Red Sea five times, and the Mediterranean 16 times; he had crossed the Pacific and the Indian Ocean, and had never once been sick. Upon March 10th, 1898, the public learned that the venerable philanthropist—then in his 93rd year—had been found dead in his room, and his subsequent interment at Arno's Vale Cemetery afforded opportunity for a great manifestation of appreciation for his remarkable work in the service of humanity. Mr James Wright, Mr Müller's son-in-law and his co-director, became responsible for the management, and, upon his decease in 1905, Mr G. F. Bergin succeeded him. The "Brief Narrative of Facts" published in 1908 mentioned that the average cost of each child was £15 8s 2d for the year, and gave the following statement of the accommodation at that time:—"The New Orphan House No. 1 is fitted up for the accommodation of 136 orphan girls over eight years of age, 77 orphan boys over eight years, and 77 infant orphan boys from four until eight years of age. No. 2 is fitted for 195 infant girls under eight and for 195 girls over eight. No. 3 is for 440 girls over eight. No. 4 is for 205 boys over eight years, 197 infant boys under eight years, and 38 older girls, to do the household work. No. 5 is for 201 infant girls under eight and for 239 girls over eight years. In all the homes there is room for 2,000 children." The word "New" is still applied, although sixty years have elapsed since the opening of the first building on Ashley Down. Mr Bergin's summary of the support given from the commencement is also interesting, and is quoted from the 1908 "Narrative":—"Our hearts overflow with praise as we tell out that the Lord has sent us this year, by donations and legacies, for all the branches of the work, thirty-seven thousand, two hundred and ninety-nine pounds, nine shillings and threepence three-farthings. This makes the amount sent in during the ten years since Mr Müller's death to be, three hundred and three thousand, one hundred and sixty-two pounds, nine shillings and twopence, and from the be-

ONE OF MR MÜLLER'S ORPHAN HOUSES ON ASHLEY DOWN; ABOUT 1895.

ginning of the work in 1834 and 1836, to be, one million, six hundred and seventy-eight thousand, one hundred and two pounds, ten

THE FLOOD OF 1889.

shillings and eightpence halfpenny. In order to grasp the full value of these facts, the reader must bear in mind that all this money has been obtained without any kind of appeal whatsoever, public or private, to human ears, without bazaars, or any unscriptural ways, simply and only by believing prayer to our God."

FLOODS AND THEIR PREVENTION.

Bristol is built on the banks of two rivers, and it is not surprising that the liability of

STAPLETON ROAD.

certain low-lying areas to flooding has demanded the attention of municipal administrators. Several place-names, applied by bygone generations, are descriptive of conditions as nature left them. Henry II., in 1160, granted a charter to his men dwelling in the Marsh near the Bridge of Bristol, a phrase which one authority has interpreted to mean the ground now occupied by Redcliff and Temple. The locality of which Queen Square is the centre was known as Avon-Marsh. St. Augustine's, or Canons' Marsh, St. Philip's Marsh, and Gore's

OLD KING STREET.

Marsh, Bedminster, all point to levels not sufficiently high above floods to escape their effects.

In the "great storm" of November, 1703, the tide was driven to an abnormal height up the Avon and Froom, until the water attained a depth of six feet on the floor of St. Stephen's Church, and a boat could be rowed through Temple and Thomas Streets. Mr Seyer declares that half the city was under water, and records the fact that a vessel of 50 tons was, in consequence of the unusual conditions, brought up on to the Quay wall. The tempest added to the damage done on that occasion, and Bristol's loss was estimated at £100,000. The disaster of 1703 was chiefly due to the great tidal rise, but in this case, as in others, heavy rainfall had swelled the torrent brought down by the rivers, and helped to extend the area of flooding.

An incident of a similar character, but insignificant in comparison with the 1703 inundation, occurred on October 7th and 8th, 1896.

BROADMEAD.

A south-westerly gale forced the tide to such a height that it found its way into the Clifton Bridge Station, flowed over the public park at Ashton, inundated the main road, and flooded the fields at the back of North Street, Bedminster, so that youngsters amused themselves by bathing. At St. Philip's Marsh many houses had water three or four feet deep over the ground floors, and boats and carts were used to assist those who were cut off by the flood. Bristol did not suffer alone on that occasion, and it is a reasonable assumption that a tide of this character would, in the city's earlier history, have affected a much larger area of low-lying ground. Risks of inundation have not prevented the utilisation of such land, but human schemes have so changed former conditions that the old titles have almost, and in some cases quite, lost their significance, and no one thinks of floods in connection with the Queen Square or Canons' Marsh areas. Risks have been lessened, yet it can scarcely be said they have been entirely removed.

The Froom drains a large area, and, at

EASTVILLE MEADOWS.

Bristol, and for the free passage of its waters to the sea, it depends upon the capacity of the Avon. The most serious difficulties have arisen when the Froom flood has reached Bristol at a time when the course of the Avon was already fully occupied by an extremely high tide The Froom has then been bayed back with more or less disastrous consequences. A flood, referred to by Mr Latimer as the greatest ever remembered, occurred in 1809. The water flowed from Stapleton, through Newfoundland Road, and its vicinity, to St. James's Back, and houses in Broadmead were inundated to a depth of six feet. Only once since has a flood assumed dimensions analagous to this, viz., in 1889. In

MERCHANT STREET.

October, 1882, however, Baptist Mills and Stapleton Road suffered severely, and the inundated area extended along Newfoundland Road as far as the foot of Paul Street, Portland Square. A baker, engaged with a horse and cart in delivering bread in Mina Road, was swept away by the torrent, and the man and animal were drowned. A brewer's dray was also carried away, but the driver escaped. On this occasion portions of Bedminster were inundated by the overflow of the Malago, which up to that period took a circuitous course from St. John's Lane (now St. John's Road) to the New Cut. The loss and suffering produced an outcry against the authorities, and, in May, 1883, the Town Clerk informed the Council that claims for damage had been made on the Council to the amount of £44,890. The liability of the Corporation was not admitted, and no compensation was paid. It was decided, by the construction of a large culvert from Broad Weir to the Harbour near the back of St. Peter's Hospital, to facilitate the discharge of Froom water.

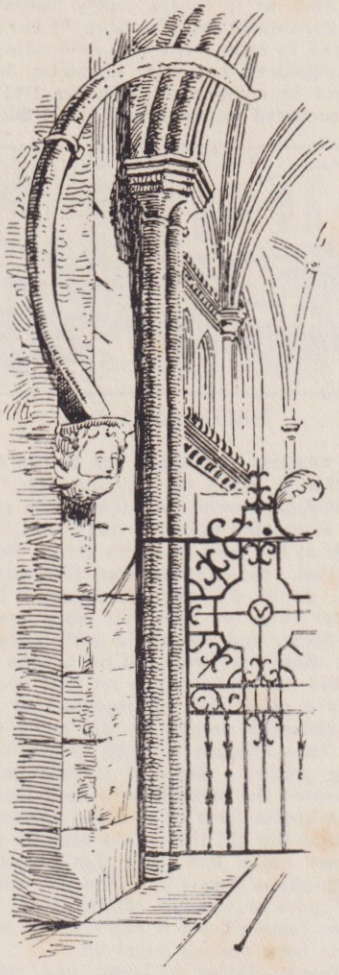
In 1889 another great inundation occurred; it showed the need for further action, and some of the scenes to which it gave rise are indicated by the sketches. Forty-eight hours' rain descended upon ground covered with snow, the

RELIEF WORK DURING THE FLOOD.

consequence being that the Froom rose to a height affording a parallel to that of eighty years earlier. The Malago brook caused flooding at Bedminster, and it was estimated that 2,700 families, in various districts of Bristol, suffered from the water invading their dwellings or business premises. A civic fund was speedily started, tons of disinfectants were distributed, cleansing operations were set on foot, and a relief committee, headed by Alderman W. R. Barker, the Mayor, met daily for about five weeks, to carry on the relief work. Twelve chapels and three schools were flooded on this occasion, and indignation at what was conceived to be the neglect of the Corporation to take measures which would have prevented such a calamity, led to a large deputation waiting upon the President of the Local Government Board, Mr Ritchie. That gentleman listened to what the speakers from Bristol had to say, but, in effect, referred the sufferers to their own City Council to find a remedy if one was discoverable. The outcome was a decision to obtain Parliamentary powers to construct a great culvert from Stapleton, beneath Ashley Down, Bishopston, and the elevated country beyond, so as to discharge the Froom into the Avon at Black Rock. The cost of the work was estimated at £200,000, and important features were the proposals to tap the Boiling Wells spring—responsible for repeated floods in Mina Road and the district—and the Horfield and Cutlers' Mills brooks, which had at intervals flooded Cheltenham Road, and still more often broken bounds at the foot of Picton Street and done much mischief in that locality. Supplementary proposals for relief works were submitted, the eventual result being that the execution of the culvert from Stapleton to the Black Rock was not considered necessary, and was not carried into effect. One of the steps taken was the acquisition and removal of several of the mills on the Froom, the dams attached to which had the effect of keeping back the water. These barriers were cleared away, and the channel of the river was considerably improved. New culverts of large dimensions were provided to carry tributary streams direct into the Froom, in order that the danger of local flooding might be obviated, and enlarged sluices from the Harbour to the tidal Avon were constructed to facilitate rapid outflow. Serious obstructions, in the portions of the Froom which had been covered over, were removed. Greater attention, too, has been paid to the level of water in the Harbour (a matter scarcely heeded in former years), the object being to make its storage capacity of service at time of high tide in the Avon. A relief culvert for the Malago has also been constructed. Flood prevention works have involved large outlay in spite of the Black Rock Culvert being omitted. The volume of civic accounts for 1907-8 shows that in 1889, 1890, and 1904, £45,181 was raised under the River Froom Act of 1887, while under the Floods Prevention Act of 1890, the loans amounted to £60,000. A substantial sum is paid annually for maintenance and supervision. Since the completion of these undertakings no floods of a serious and extensive nature have occurred, and districts which, prior to these schemes, were liable to inundation whenever rainfall was excessive, have not had a repetition of their earlier experience.

PARLIAMENTARY REPRESENTATION.

A Parliamentary Election is a very different thing to what it was fifty years ago. At that period electioneering excitement was intensified by the system of nomination on the hustings and election by open voting. Rowdyism was frequent and intimidation easy in days when a voter had to pass through an avenue of eager partisans to record his vote, and when his audible declaration of the name of his favourite candidate was greeted with a hostile roar, if not something worse. An election took place in 1859, and the distribution of these polling booths in the streets is shown by the following list:—St. Augustine's Place, 3 booths; Clifton Hill, near the church, 3; Dowry Parade, 2; Portland Square, 3; Stokes Croft, 4; Opposite Trinity Church, St. Philip's, 4; "Between the Turnpike and Lawford's Gate Prison," 2; Old Market, 3; Prince Street, 5; St. Michael's Hill, near Southwell Street, 5; Redcliff Hill, 5; "The New Haymarket," 3; Near Bedminster Police Station, 5. The quoted passages follow the wording of the official advertisement announcing the election arrangements, which appeared



HUGE BONE AT REDCLIFF CHURCH; 1909.

(Supposed to be a memento of one of the Cabot expeditions. A reference to this bone will be found on page 58.)

in the 'Western Daily Press' a few days before the poll. The reports of the election proceedings contain numerous references to the rough play characterising it, and, although the writers allude suggestively to "burton men" when describing scenes of disorder, memories of a still earlier period enabled them to recognise the beneficial effect of the Corrupt Practices Act passed in 1854. It cannot be truly said that election excitement is a thing of the past, or that rowdy meetings are an unknown experience. Indeed, the policy adopted by a militant section of ladies who claim votes for women, in 1908 and 1909 gave rise to frequent scenes at public gatherings in various parts of the country. No one doubts, however, that the Ballot Act has resulted in a marked improvement in the conduct of elections. The favourable verdict expressed in 1874, when Bristol first had experience of "secret voting," as its critics scornfully called it, has been amply justified by later elections, and it is a matter for satisfaction that a Bristol member, the Hon. F. H. F. Berkeley, had much to do with the initiation of this important reform in electoral procedure.

In another respect an important alteration has occurred. Instead of returning two members for the whole city, Bristol elects a member for each of its four divisions, and also has a share in the representation of North Somerset division, and the Thornbury division of Gloucestershire. When the Redistribution Act was framed in 1885, the extension of the municipal boundaries was merely a matter of suggestion, and, in the formation of four electoral divisions, populous extra-municipal parishes were included. In this way the new Parliamentary area was made much larger than that over which the Council exercised jurisdiction. A series of subsequent extensions of the municipal boundary pushed out the borders of the ever-growing city until the whole of the four divisions had been embraced, and portions of the two adjoining county divisions. This circumstance, coupled with the fact that the Bristol divisions have very large constituencies, has led to the claim for a fifth member for the city. In contrasting the growth indicated by the appended return, it is necessary to remember that the changed voting qualification has contributed to swell the number of electors as well as the increase in population and houses. To arrive at the number of electors in municipal Bristol, it is necessary to add to the total of the four divisions several hundred voters forming part of the county constituencies.

BRISTOL—	1858.	1885.	1909.
North	...	9,002 ...	13,463
South	...	10,384 ...	16,131
East	...	9,506 ...	15,167
West	...	7,657 ...	10,082
Total	12,833	36,549	54,843

Appended is a list of those who have represented Bristol since 1858:—

Bristol prior to the changes of 1885.—Hon. F. H. F. Berkeley, 1837—1870. Mr W. H. Gore-Langton, 1852—1865. Sir Morton Peto, 1865—1868. Mr J. W. Miles, 1868; election declared void. Mr Samuel Morley, 1868—1885. Mr Elisha Smith Robinson, 1870; election declared void. Mr Kirkman D. Hodgson, 1870—1878. Mr Lewis Fry, 1878—1885. Mr Fry was afterwards returned for Bristol North.

Bristol East.—Mr Handel Cossham, 1885—1890. Sir Joseph D. Weston, 1890—1895. Sir W. H. Wills (now Lord Winterstoke), 1895—1900. Mr C. E. H. Hobhouse, 1900, and in 1909 was the sitting member.

Bristol West.—Sir M. H. Beach (Lord St. Aldwyn), 1885—1906. Mr G. A. Gibbs, 1906, and in 1909 was the sitting member.

Bristol North.—Mr Lewis Fry, 1885—1892; 1895—1900. Mr Charles Townsend, 1892—1895. Sir Frederick Wills, 1900—1906. Mr Augustine Birrell, 1906, and in 1909 was the sitting member.

Bristol South.—Mr J. D. Weston (afterwards Sir), 1885—1886. Colonel E. S. Hill (afterwards Sir), 1886—1900. Mr Walter Long, 1900—1906. Mr William Howell Davies (afterwards Sir), 1906, and in 1909 was the sitting member.

Erratum.—The reference to the Burke Statue on page 311 of this section, needs correction. Sir William Henry Wills (now Lord Winterstoke), in his communication to the City Council in 1892, offered to present a bronze replica of the marble statue in Westminster Abbey. The success of the Bristol sculptor, Mr J. Havard Thomas, however, led to the commission being entrusted to him, and the statue in Colston Avenue is his work.

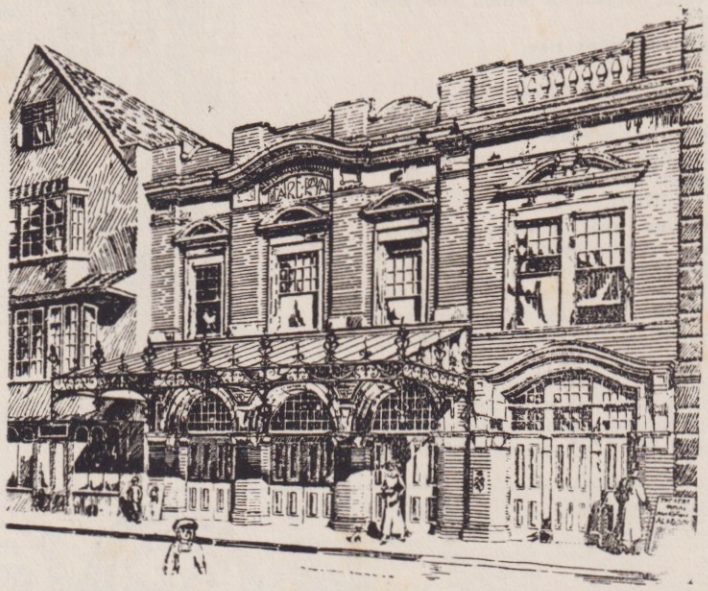
RECREATION AND EXERCISE.

Incidental allusion has been made in preceding pages to the increased interest in sport which has been shown in the period under review. Fifty years ago there was no county cricket club, and scarcely anything in the nature of organised football. Such a spectacle as that presented by five-and-twenty thousand persons assembled in a Bristol field to watch with almost frenzied attention an Association cup-tie match, was then unknown. Cycling, lawn tennis, golf, hockey, lacrosse, and military drill in connection with Volunteer or Territorial regiments, and other exercises which now occupy a large share of public attention, had yet to make their advent.

CRICKET AND THE GRACES.

Although county cricket was unknown in Bristol in 1858, several strong clubs were in existence. Clifton C.C. claims to have had its origin shortly before Queen Victoria ascended the throne, and its records go back to 1841. The Bedminster club dates from 1847, and that of the Schoolmasters from 1852. Clifton secured a pitch on the Downs prior to that magnificent open space becoming dedicated to the public, and it still retains this privilege. Bedminster had two grounds before that in use in 1909. Dr. W. G. Grace made his first public appearance on the Luckwell Lane field to play for Bedminster against Swindon, and afterwards a large area lying between North Street and Greenway-bush Lane, for many years was used by the club. Prominent cricketers played in that enclosure; Somerset club and ground contests were occasionally held there, but the twentieth century saw the ground associated with many a fine day's cricket, occupied by huge buildings belonging to the Imperial and Anglo-American Tobacco Companies. The evicted cricketers secured a new ground at Ashton Gate, used also by the City Football Club. The Schoolmasters at one time played on the Downs, but afterwards migrated to Horfield. Clubs have multiplied in the past fifty years, and Saturday afternoon matches are legion. Happily for the physique of the rising generation, cricket is regarded as a game to be played rather than to be merely watched. It is a game, too, scarcely affected by betting—too often a blighting influence upon true sport.

In 1858 the West Gloucestershire Cricket Club had been in existence for a decade, and in 1862 a beginning was made in county cricket in the match on the Downs which ended disastrously for the Gentlemen of Devonshire. The period upon which cricket enthusiasts love to dwell came later. It was in the seventies that Gloucestershire proved to be a power in the land, and the three brothers Grace helped their side to triumph over the strongest opponents. Mr Fred Grace was, unhappily, not long spared, but Mr E. M. Grace, familiarly known as "the Coroner," from the public appointment he held, and Mr W. G. Grace, excited wonderment, not only by their great performances in various departments of the game, but by their lasting power. "W. G.'s" successes were so exceptional that in 1879 a public presentation was made him on behalf of the cricketers of England. A clock and a purse of £1,400 were on that occasion given to the great exponent of the national game, and King Edward VII., then Prince of Wales, was one of those who showed their interest in the matter by becoming contributors to the fund. On June 24th, 1895, at the Victoria Rooms, Mr W. G. Grace was entertained at a banquet held to celebrate the completion of his hundredth "century"—a score of 288 against Somerset. A defeat of the Government could scarcely have aroused more attention than the compilation of this huge total by the veteran cricketer: the newspapers with one consent published leading articles upon the event.



THEATRE ROYAL, KING STREET, MODERN FRONTAGE.

(The former entrance, fronted by two columns, is shown in the sketch of King Street, page 141.)

PRINCE'S THEATRE, PARK ROW; 1903.

"W. G." was acclaimed as "one of our national heroes," and the 'St. James's Gazette' declared that "the man who thinks he has known England in the nineteenth century but has not seen the black-bearded giant cutting and driving at Lord's or the Oval is under a delusion." Cricket has its poets, and the Bristol dinner menu bore several verses, of which the first may be quoted:—

When sixties saw your rise,
W. G.,
Cheers were mingled with surprise,
W. G.
Time, it seems, has made some blunder,
Still the plaudits sound like thunder,
We've forgotten how to wonder,
W. G.

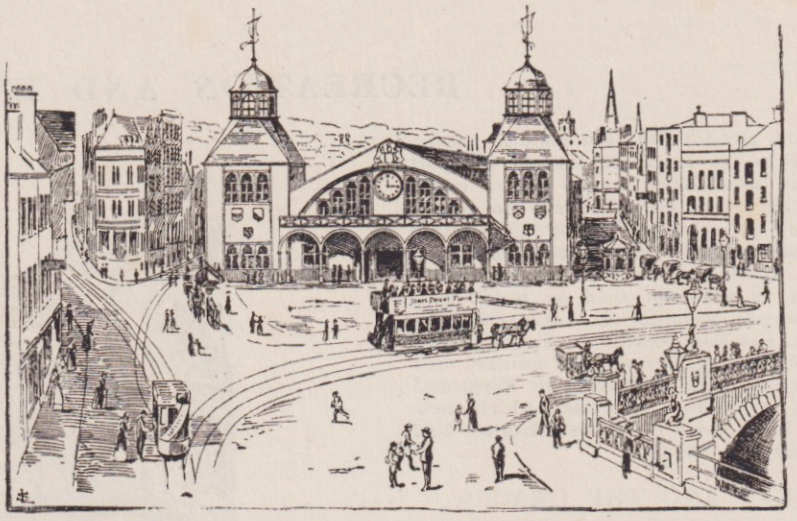
In the following year another wave of enthusiasm was produced by Mr W. G. Grace's score of 301, made for his county against Sussex in the presence of a great crowd at the Bristol County Ground. In this total there were 29 fours, equivalent to 116; 16 threes, making up 48; 26 twos, totalling 52; and 85 singles. From 156 strokes the 301 were obtained, and the result would have been far more but for the consistently good fielding of his opponents. The following list of "W. G.'s" scores which had exceeded 200 was compiled at that time. The asterisk signifies a not out innings:—

1866—For England v. Surrey	224*
1870—For Gentlemen v. Players	215
1871—For North v. South	268
1871—For Gentlemen v. Players	217
1876—For M.C.C. v. Kent	344
1876—For Gloucestershire v. Yorkshire.	318*
1877—For South v. North	261
1885—For Gloucestershire v. Middlesex.	221*
1888—For Gloucestershire v. Sussex	215
1895—For Gloucestershire v. Somerset...	288
1895—For Gloucestershire v. Kent	257
1896—For Gloucestershire v. Sussex	243
1896—For Gloucestershire v. Sussex	301

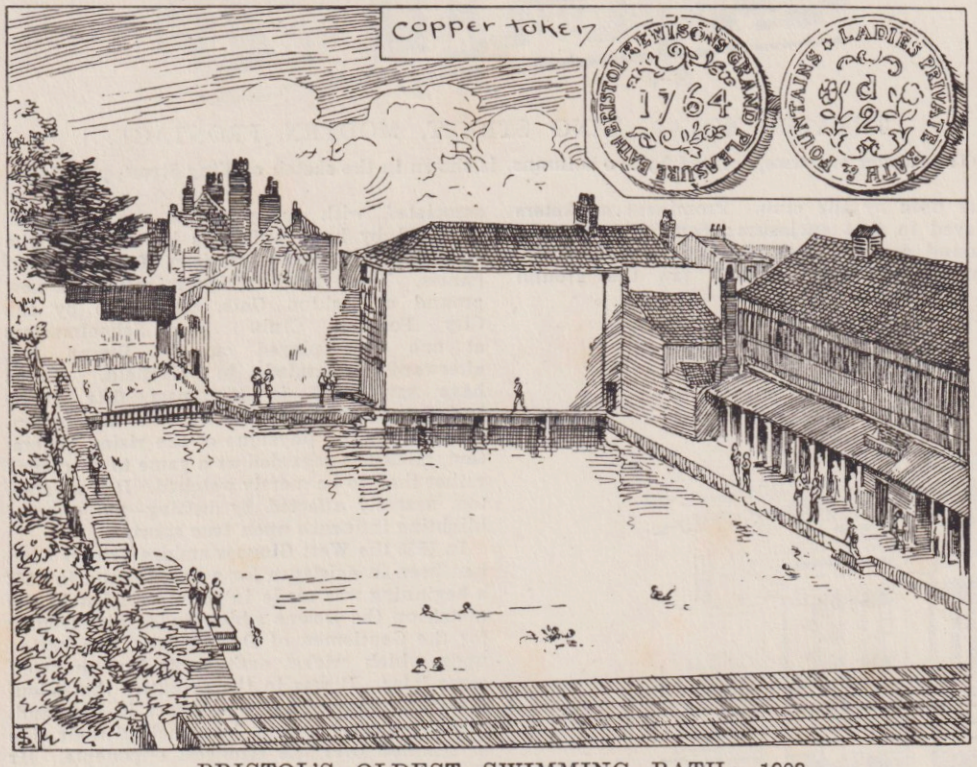
In 1899 Mr Grace left Bristol to become secretary and manager of the London County Cricket Club. He, however, continued to play cricket, and an exhibition of his old skill with the bat in July, 1906, led to the publication of the following remarkable summary of his achievements:—For the Gentlemen v. the Players, he had made 15 three-figure innings. In first-class matches he had scored 126 three-figure innings—125 in England and one in Australia. In all kinds of cricket he had hit 211 scores of a hundred and over. His highest aggregates in first-class cricket had been 2,739 in 1871; 2,622 in 1876; 2,346 in 1895; 2,139 in 1873; 2,135 in 1896; and 2,062 in 1887. In addition, he had taken many wickets by his bowling, his victims in 1875 being no fewer than 192.

Fifty years ago Mr E. M. Grace had already made his mark in cricket, and he has, like his brother, shown wonderful lasting power as well as keenness. It is doubtful if there was ever a better fielder at point than "E. M." at his best; his lob bowling was frequently a valuable asset to his side, and, as a batsman, he punished bowling severely, in a style peculiarly his own. Mr E. M. Grace's record showed that in all matches between 1851 and 1906 he had taken 11,395 wickets and scored 76,098 runs. At the beginning of 1909 it was suggested that a memorial to this veteran cricketer should be provided, and a fund for that purpose found many liberal contributors.

It is not possible in this brief allusion to sport in Bristol to trace the history and varying fortunes of clubs. The Graces stand in an exceptional position in the game of cricket, but Mr Gilbert Jessop, who has succeeded to the captaincy and secretaryship of the Gloucestershire County Club, has also won for himself a unique place. His terrific hitting led to the coining of a new adjective—"Jessopian," and as a field he has no superior.



EXHIBITION BUILDINGS, COLSTON AVENUE; 1893.



BRISTOL'S OLDEST SWIMMING BATH; 1908.

(While the history of the public baths of Bristol is for the most part embraced in the last fifty years, one institution had a much earlier origin. Rennison's bath, under Corporation control, still remains available in summer weather, but its clients are few compared with those resorting to some of the modern baths. Thomas Rennison was a Bristol thread-maker with an aptitude for dabbling in other business. An advertisement shows that in 1755 he was in possession of Terrett's mill, with house and gardens, these properties being situated near Stokes Croft. Another advertisement, dated 1764, gives a clue to the period at which the bath was formed. This 1764 advertisement was as follows:—"To be sold, Terrett's mill, 'in the parish of Westbury-on-Trym,' lately used as a snuff mill, with a cold bath much frequented by bathers, and made within the last seventeen years by the lessee, Thomas Rennison." Mr Rennison appears to have kept possession, and announcements of a later date leave little doubt that he carried on the adjoining Old England Tavern, used the grounds (described as fitted up in an elegant manner) as tea-gardens, and catered for both ladies and gentlemen who were fond of swimming. The ladies' bath adjoins the other, but has not continued in use. Rennison's bath was evidently one of the institutions of the city, and a bronze token was stamped for the convenience of users. A sketch of this shows its design. One side bore around the edge the words "Renison's Grand Pleasure Bath, Bristol," the date 1764 being in the centre. The other side was inscribed "Lady's Private Bath and Fountains," and the fee of admission, "2d." in the centre. The name of the founder of these baths is sometimes given as Rennison, and at others as Renison. The former is the official spelling of to-day; the latter is the variant adopted by the designer of the token.)

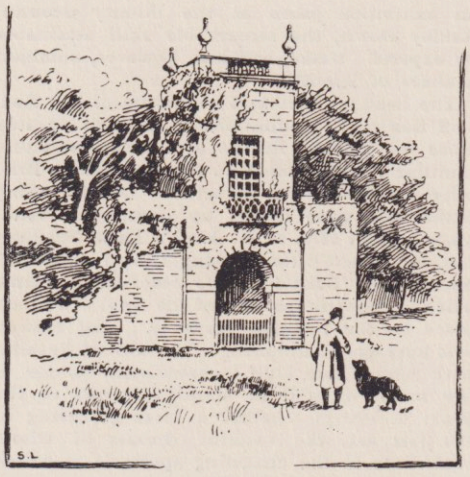
Gloucestershire has continued to play with a fair amount of success, but has not in later years occupied so high a place in the championship list as the members of the Club desire. This is, in part at least, due to the fact that some of the best men in the county can only play during their vacation, and are therefore rarely included in the team before August.

Somersetshire has also produced brilliant cricketers, and the County Club has achieved some remarkable wins in its day. But in this case also the balance of results has been against the Somersetshire men.

FOOTBALL.

Rugby football has been a popular sport in Bristol for upwards of forty years, and the two leading clubs, Clifton and Bristol, have, in turn, been right in the forefront of Rugby organisations of this country. In 1871 the Rugby Football Union, that important body which directs this branch of the game in England, and whose authority extends to far away New Zealand, was formed, and a year later the Clifton Club was founded. The sport which had, so far, in this district, been followed in a haphazard sort of way and with no definite rules in force, received a great impetus by the success of the Clifton Club, and soon matches upon the Downs began to attract attention, large crowds assembling to witness the play. It was not until 1888, however, that steps were taken to form a representative team for Bristol. Then several clubs amalgamated, and the city team entered upon its career in the season 1888-89. At the outset there was very little to stimulate enthusiasm, but in its third year the club achieved a brilliant series of victories and took a position amongst the Rugby organisations of the country which it has maintained up to the present time. The following players from this district have gained international honours:—From the Clifton Club: W. O. Moberly, J. A. Bush, A. Budd, W. J. Penny, H. C. Baker, R. D. Budworth, E. Field, C. A. Hooper (England) and E. I. Powell and H. L. Evans (Scotland). From the Bristol Club: J. W. Jarman, N. Moore, H. E. Shewring, W. J. Butcher, J. L. Mathias, F. S. Scott, P. Down (England), and J. Lamond and S. Dryborough (Scotland).

Association football has had a wonderful growth in Bristol, and whereas in the early eighties the clubs could be numbered on the fingers, twenty years later they considerably exceeded 200. When the first boom came, each quarter of the city had its fairly big club; since then a well-defined line has separated the game played by Bristol City or Bristol Rovers, and that of the best purely local team. In 1883, the "Black Arabs" played at Purdown, and of this club, the Rovers are the lineal descendants. Bristol City's ancestry is not so defined, its framework having been built up from two organisations, the old Bristol South End, and Bedminster. The City and Rovers were first formed into companies in 1897, and teams of professionals engaged, but while these two clubs now attract the attention of the whole city and district, it must not be forgotten that the professional element in the Association football of Bristol is very limited, and that the scores of games played every week on the Downs, Eastville Park, and Ashton Park, are free from the much-debated feature. The growth of the popularity of the code has had its effect on the two premier organisations, as the managers now find plenty of local talent capable of holding its own with any in the country. In fact, W. Wedlock, the Bristol City captain, who was born in Bedminster, is the recognised centre half for England. At Ashton Gate, Bristol City have a handsome ground with accommodation for 30,000 people; the last three seasons have found the City numbered amongst the twenty best clubs in the country; their brilliant performances in the Association Cup competition of 1909 still further added to the club's reputation, although they were beaten in the final by Manchester United. Bristol Rovers have played at Eastville for about twelve years, and the team, in 1903-4, won the championship of the Southern League. One of the most recent developments in Association football in Bristol has been the formation of a Wednesday League; this has nine clubs linked with it.



LODGE GATE, PENPOLE COMMON; 1891.

BRISTOL CARNIVAL; 1905.

(Held on behalf of the Royal Infirmary, at Clifton Zoological Gardens. The sketch shows the Broad Walk on that occasion.)

SALTFORD REGATTA; 1899.

NATURE STUDY GARDEN; 1906.

(Situated in St. Anne's Wood, Brislington, and connected with University College.)

LAWN TENNIS, GOLF, AND BOWLS.

The introduction of lawn tennis is also comparatively recent, this being indicated by the fact that the Clifton Club, the oldest in this neighbourhood, came into being in 1881. The popularity which the game soon secured was due not only to the realisation that there was "more in it" than some of its masculine critics at first averred, but because it proved to be one of the few contests in which both sexes could participate without glaring inequality, and one also into which the social element entered. In lawn tennis records the names of several Bristolians have become famous, Mr F. L. Riseley, Mr A. H. Riseley, and Mr A. M. Boucher being among the principal exponents of the game. Mr S. H. Smith, of Stroud, is also a notable name in lawn tennis, and, thanks to players of such exceptional skill, Gloucestershire long defied the attempts of other counties to wrest from her the lawn tennis championship.

For many years no provision for lawn tennis was made in any of the public open spaces, but in 1908-9 several courts were laid out and arrangements made by the Sanitary Committee for games to be enjoyed on payment of a small fee at some of the parks. Courts belonging to clubs are very numerous, and are scattered widely over the city. An indoor type of lawn tennis, graphically termed "Ping Pong," from the noise made by the light celluloid ball in course of play, had great vogue about the beginning of the twentieth century. It became quite the rage, but soon the ardour with regard to it cooled. It is still played in some quarters.

IN SHIREHAMPTON PARK; 1891.

Golf is an ancient game in the North, but its conquest of the Southron is so recent that it was not until 1891 the formation of the Bristol and Clifton Club marked the introduction of a form of exercise that has a peculiar fascination for its devotees. Since, it has become growingly popular.

Among much that would be new to them, Bristolians of a bygone age would recognise an old friend in the game of bowls, which, after long neglect, was revived in 1894 by the formation of the Bristol Arrow Club, who secured a green at the County Cricket Ground. Other clubs have been formed, and, for the future, facilities for bowls will be offered in several of the parks. The City Council, in March, 1909, accepted tenders for the erection of chalets for the use of the players at the bowling-greens in Eastville, St. George, Greville Smyth, and Victoria Parks.

HOCKEY, LACROSSE, SWIMMING, ROWING, ROLLER-SKATING, &c.

Hockey is another game that was known years before it was introduced into this city. The Bristol Hockey Club played its first match with Blackheath in 1875, since which the style of the play has been changed by the adoption of Association rules. Hockey has obtained considerable popularity in ladies' schools and colleges, and it forms their winter exercise, while cricket and lawn tennis receive the attentions of these fair young athletes in the summer.

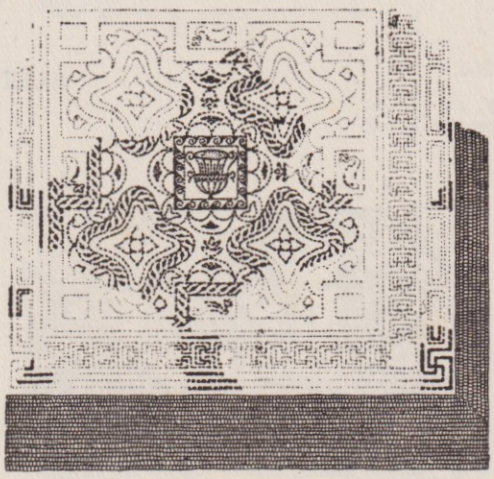
One of the earliest exhibitions of lacrosse witnessed by Bristol people was that in the eighties, when a team of Canadian Indians visited the Zoological Gardens and gave an extremely picturesque display. Lacrosse did not "catch on" until near the close of the nineteenth century, since when a number of clubs have been formed.

Another trans-Atlantic game, baseball, has failed to take root on West of England soil, although a team of American players towards the close of the nineteenth century showed, by an exhibition game at the County Ground, Ashley Down, the remarkable skill attainable by experts. Basket-ball has, however, obtained a share of attention.

The headquarters and boathouse of the Redcliff Rowing Club (founded in 1874) are situated close to Bristol Bridge, and are, therefore, familiar in appearance to the throngs of Bristolians crossing that structure. Other boating clubs have gone higher up stream, the Ariel (dating from 1870) to St. Anne's Park, Brislington, and the Clifton Rowing Club to Saltford. Middle-aged Bristol people recollect the time when the rowing matches of the Ariel Club took place on the Floating Harbour. That custom was long ago abandoned. The Saltford Regatta, with which this club is associated, is one of the social as well as sporting events of the year; it brings together a large gathering of the fair sex, the tasteful dresses of whom contribute to the charming spectacle to which the meeting gives rise.

Facilities for swimming have enormously increased with the multiplication of public baths, and the number of proficients in this useful art has been augmented by the teaching given to school-children. (A reference to this will be found on page 169.)

Roller-skating, provision for which has long been made at the Clifton Zoological Gardens, promises to become a popular exercise in Bristol, several rinks having been opened, while others were, in May, 1909, under construction. Model yacht sailing is likely to be made increasingly popular by the completion of the fine lake in Eastville Park. Angling has made surprising headway in the last two decades, and clubs have large membership. Gymnasiums have multiplied; ingenuity has been brought to bear in designing forms of physical exercise for the benefit of the young of both sexes, and there are Clifton ladies whose accomplishments include dexterity with the foils as well as familiarity with the figures in a dance programme. Athletic meetings are sufficiently numerous to show that foot and hurdle races, and jumping, have not been driven out of the field by their many rivals.



ROMAN RELICS AT BRISLINGTON.

(In 1899 antiquaries were much interested by the discovery, at Brislington, of relics of a Roman villa. Portions of a handsome pavement, indicated by the dark lines in the sketch, enabled Mr Loxton to reconstruct the above design. The relics were removed to the Municipal Museum.)

CYCLING AND TOURING.

In addition to these numerous forms of recreation and exercise, the taste for country rambles has developed, and happily the picturesque surroundings of Bristol make it easy to plan a programme for a spare afternoon's trip. The geographical range of tourists has been almost indefinitely widened by the cycle, motor-cycle, and automobile. Tricycles of primitive form excited curiosity as far back as 1843, and one, operated by treadles and a crank, was, according to a contemporary paragraph, driven by the inventor from Bristol to Bath in half an hour. But it was not until 1860 that an early type of bicycle came into vogue in this district, and riders in those days were sufficiently rare to cause wonderment to the rustics in the country villages. Some of the old "boneshakers" in the seventies were supplied with indiarubber tyres to soften the jar; and a notable advance was afterwards made by the introduction of light wheels, depending for their strength upon the tension of slender wire spokes instead of the compression of the much larger ones previously used. The public evinced the keenest interest in the races at the Zoological Gardens on the first introduction of a new variety of bicycle descriptively termed the "penny-farthing" type, from the great height of the front wheel and the smallness of that at the rear. Contests on the Gardens track were not without perils, and when the County Cricket Ground was laid out on Ashley Down, a magnificent track was part of the scheme. The tall bicycles, driven by pedals fixed to the front wheel, had their day, and several stages led to the modern "safety," with its pneumatic tyres, free-wheel, change-speed gear, and other refinements unknown to the earlier riders. The development of the petrol-motor has carried facilities for touring still further, and introduced new and difficult problems into the question of the use made of public roads. Figures courteously supplied from the Town Clerk's Office show the rapid increase in the use of such vehicles registered in Bristol:—

ANCIENT STONE, DRUID STOKE; 1891.

	Motor-cars.	Motor Cycles.	Total.	Driving Licences.
Sept. 30, 1905	245 ...	453 ...	698 ...	1,054
Sept. 30, 1908	582 ...	789 ...	1,371 ...	2,357
Mar. 31, 1909	688 ...	834 ...	1,522 ...	2,600

The motor-car figures included 58 heavy motors and over 90 motor taxi-cabs. A return made by the Royal Automobile Club, in September, 1908, gave the figures for the United Kingdom and Ireland. There were then 89,365 motor-cars and 65,026 motor-cycles registered.

A reference to the facilities for touring suggests also the development of long-distance fast excursion traffic on the railways, and the opportunities given for Channel trips by the fleet of steamships belonging to Messrs P. and A. Campbell, Limited.

OTHER RECREATIONS AND AMUSEMENTS.

Recreation and exercise have occupied an even wider field in Bristol than that already alluded to. Comprehended in these words are a multitude of activities appealing to twentieth century citizens. There has been an increasing disposition to combine pleasure and philanthropy. Carefully-organised carnivals are frequently held to benefit the funds of local institutions, and these ventures are made on a scale that would probably astonish a Bristolian familiar only with Bristol as it was in the middle of the nineteenth century. A similar tendency has manifested itself in the tremendous multiplication of bazaars, many of them on a huge scale, and accompanied by scenic and other features to impart to the spectacle an emblematic character, or make it representative of a particular age or country.

Among industrial exhibitions in Bristol, one of the most distinctive was that held in 1893-4 upon the site of Colston Avenue. The buildings erected for the purpose cost £11,000, but more than half a million persons attended the Exhibition, and after meeting all expenses, a balance of £2,271 was left for distribution among the medical charities. Of the many exhibitions held at the Rifle Drill Hall, Queen's Road, perhaps the most notable was that in 1865.

In matters theatrical, important changes have occurred. Places of entertainment have multiplied, the days of the stock company have ended, and musical comedy has attained a popularity deplored by some of the more serious dramatists. On the other hand, the problem play has had considerable attention. Bristolians in 1858 had only one theatre open to them—the house in King Street, with associations of an interesting kind extending back to 1766. In 1867 Mr J. H. Chute, previously the manager of the building in King Street, became responsible for an important venture in Park Row. The result was that for years the two places of amusement were known respectively as the Old and New Theatres. Both institutions have outlived these titles, and the Theatre Royal and Prince's Theatre are their modern designations. The former house has been considerably improved, and has had its vitality renewed under the management of Mr Ernest Carpenter; while Prince's Theatre, under the successful superintendence of Mr James Chute, has ministered much to the entertainment of residents in Bristol and the West of England. Still more recent are the Palace Theatre, Baldwin Street (opened in 1892), and the Empire, in Old Market Street, which dates from 1893. In 1909, a music-hall for Bedminster was projected. Amateur theatricals have attained considerable popularity, and some of the performances have shown no small merit.

Science, responsible for so many important changes in the period under review, has rendered possible entertainments previously only dreamed of by writers of fiction. In 1909 a hand camera has become almost an essential part of a holiday outfit, and great halls are filled by gatherings interested and amused by "living pictures" of the most varied character. With the aid of the phonograph, it has become possible to hear the song while watching the animated picture of the singer, and people are familiar with entertainments that to an earlier generation would have savoured of wizardry. It was not until the seventies that the introduction of dry-plate photography facilitated the enormous advance in photography that has since been made, the evolution in the art of lens-making contributing in no small degree.

In music, too, a marked development has occurred. Musical Festivals were held in Bristol long before 1858, but the Bristol Musical Festival Society was not mooted until 1872, when Mr Alfred Stone quickly formed a choir, this being followed soon afterwards by the organisation being placed upon a permanent footing. The Madrigal Society and the Orpheus Glee Society (now the Royal Orpheus) were both familiar to the public of 1858. The Society of Gleemen dates from 1886, and the Society of Instrumentalists from 1888, and the majority of the musical organisations now so numerous in Bristol, are of still more recent origin. Band performances on the Downs and at other open spaces have been tried on several occasions. The Corporation have not hitherto been induced to add to their responsibilities a civic band, although they have been urged to do so. The subject has, however, been alluded to in the Council Chamber, and it was stated that a local Act of Parliament would be required to authorise the necessary expenditure.

THE LAKE AT EASTVILLE PARK, 1909.

(The construction of the lake was one of the schemes, initiated by the Distress Committee in 1908, to afford employment for men who were out of work. The lake is fed by a spring, and the overflow passes into the Froom.)

POSTSCRIPT.

While this book has been passing through the printer's hands, Bristol has been adding to its history; it is, therefore, necessary to briefly supplement what has been written.

Changes in the City Council have been exceptionally numerous. From the aldermanic list (page 14), Sir R. H. Symes, Mr Moss Levy, Mr Charles Townsend, and Mr John Walls have been removed by death, and the vacancies filled by the choice of Councillors E. T. Lewis, Charles Newth, H. W. Twiggs, and Dr. E. H. Cook. Mr Twiggs has succeeded Alderman Sir William Howell Davies in the responsible position of Chairman of the Docks Committee. Death has taken from the ranks of councillors (page 15) Messrs William Baster, W. Jennings, Samuel Shirley, and, for various reasons, Messrs George Bradbeer, J. Henshaw, George Langford, Frank Leigh (since deceased), and H. W. K. Wait ceased to be members of the Corporation. The new members are Messrs Job Amos, Wm. L. Christie, Wm. Robert Cornforth, Wm. Hy. Curtis, Ivie Mackie Dunlop, John Hy. Gibbs James Kennedy, Benjamin Wm. Poole, Alfred J. Saise, Alfred Arthur Senington, Frank William Wills, and S. J. Thomas.

To the list of Lord Mayors and Sheriffs (page 12), have to be added the names of Mr Edward Robinson, appointed Lord Mayor in November, 1908, and Mr Stanley Badock, selected as Sheriff at the same date.

In April, 1909, Mr R. E. Greenough was appointed chairman of the Bristol Board of Guardians, and Mr Albert Hill elected vice-chairman (page 255).

In May, 1909, Mr C. H. Bartlett succeeded Mr Sidney Humphries as President of the Chamber of Commerce (page 165), Messrs G. Palliser Martin and W. H. T. Bolt being chosen as Vice-Presidents. Among those who have also held the position of President of this important body have been Messrs Charles Nash, Charles Townsend, John Evans, George de Lisle Bush, Charles Wills, Charles Felce Hare, W. Howell Davies (now Sir), J. Colthurst Godwin, Charles W. Allen, Arthur J. Lawson, W. Dove Willcox, John R. Bennett, John Weston, George H. Perrin, Mark Whitwill (junior), Joseph Holman, Thomas T. Lindrea, Arthur Lee, John Mardon, W. Mandeville Edwards, and George E. Davies.

To the returns of dock business (pages 1, 194, and 195) may be added later figures. The foreign tonnage which entered direct during the year ended 30th April, 1909, was 1,148,841 tons, as compared with 1,096,209 in 1908; the tonnage entered coastwise to load for foreign ports was 125,967, as against 161,779 tons. The ordinary coastwise tonnage was 782,468, against 800,769, and the total tonnage for the port was 2,057,276 tons, as compared with 2,058,757 tons in 1908. The foreign tonnage was the largest that had ever entered the port during any one year, and the aggregate dock dues also exceeded the largest sum previously received. The Royal Edward Dock came into use during the later months of 1908, and the period happened to be one when the national trade was suffering from somewhat severe depression.

When King Edward and his Queen came to Bristol to open the Royal Edward Dock (pages 191—194), a committee, of which Sir E. B. James, then Lord Mayor, was chairman, raised, by private contributions, a fund to celebrate the event. It was decided that a remaining balance should be utilised in securing a picture of the Royal yacht entering the new dock and breaking the red, white, and blue ribbon that was stretched across the lock. At the Council meeting on April 20th, 1909, Sir E. B. James presented to the city this picture—a large work in oils, by Mr A. Wilde Parsons. It was stated that the painting would be added to the permanent collection at the Art Gallery.

It has been explained (pages 239—242) that a number of gifts have been made to the municipal Museum and Art Gallery. These have been too numerous to state in detail, but several of the later examples are sufficiently distinctive to deserve mention. One was the offer by Lady Smyth to bear the cost (not exceeding £2,000) of fitting up a room at the Museum, to be named after the late Sir Greville Smyth. A second was the gift of an extremely valuable collection of paintings by Bristol's greatest artist—Müller—made to the Art Gallery by Lady Weston, the widow of Sir Joseph D. Weston; and the third, a bequest by Mr Harold Rolles Bowles, a Bristol solicitor, of his collection of coins and tokens, and Bristol books. In March, 1909, when the announcement of this bequest was made to the Council, it was stated that the intrinsic value of the objects embraced was, approximately, £3,000.

The reference to social clubs in Bristol (pages 230—233) may be supplemented by information supplied by a report since issued of the Bristol and District Association of Working Girls' Clubs, of which Miss Mabel Wait is hon. secretary and treasurer. The objects of the association are to establish a means of communication and a bond of union between the associated clubs, to assist in starting fresh clubs in districts where they are needed, and to prevent over-lapping; to encourage educational work by aiding clubs in obtaining lecturers or teachers; to give help in providing suitable recreation, when required; to arrange competitions between clubs; to circulate information about homes and institutions helpful to girls, Poor Law, Factory Acts, and conditions of women's labour; and to arrange for occasional conferences of club workers. Twenty-four clubs, with nearly 1,500 members, were, in 1908, affiliated to this organisation.

An interesting return made by the Town Clerk showed that, in 1908, Corporation departments paid to the Bristol Water Works Company £7,426 for water; in 1907, the amount was higher, £7,995. A part of the £1,762 under the head of Docks, was, however, met by other parties. The charges made by the Company upon various civic departments were upon the following scale:—Public baths, low level 7d per 1,000 gallons, high level 9d; Avonmouth Dock, 1s; street watering and general purposes, low level 8d, high level 9d; fountains, in some cases £5 each, in other cases, low level 7d, high level 9½d; sanitary conveniences, low level 7d, high level 9½d. At the meeting of the shareholders of the Bristol Water Works Company, in March, 1909, it was stated that, in 1908, 3,500,000,000 gallons of water were circulated by the Company, or 9,600,000 gallons per day. These figures constituted a record for the Company. (For Bristol's water supply and consumption, see pages 112—118.)

Upon February 18th, 1909, the City Engineer, Mr Yabbicom, presented to the Sanitary Committee a report which aroused much interest among those interested in road improvement. It described in detail the steps taken in Bristol to lessen dust, by special treatment of the surface of macadamised roads. Of 71 miles of road so dealt with, 50½ miles had been tarred, and 20½ treated with chemical solutions designed to keep the surface moist. Both methods were efficacious in minimising dust, and the results enabled a very favourable verdict to be given for the tar, especially where applied under pressure by a spraying apparatus which enabled it to penetrate some way below the road surface. The report stated that dust and mud had been lessened, efficient cleansing made easier, and the durability of the roads increased by the application of tar, and, although longer experience was necessary before reliable financial data could be supplied, experience pointed to the cost of treatment with tar being more than saved by lessened expense in other directions.

On pages 208 and 209 it is mentioned that civic committees were instructed to confer with regard to the widening of Bath Bridge. The decision arrived at was to widen the carriage-way to 33ft. 4in., and each of the footways to 8ft. 4in., the total width being increased, according to this plan, from 42ft. to 50ft.

The arrangement mentioned on page 226, under which the Tramway Company were to erect a shelter on the triangular piece of ground facing Upper Belgrave Road, has been abandoned.

The destructor at St. Philip's Marsh (pages 108 and 109) is capable of dealing with a portion only of the refuse of the enlarged city, and, in January, 1909, the Council agreed to provide a second destructor at an estimated cost of £16,850. The site proposed was a field near the Stapleton Road Gas Works and the Froom. The Chairman of the Sanitary Committee intimated that a third destructor in another part of Bristol was contemplated, so that the needs of the city might be met.

Revised statistics with regard to the number of licensed houses in Bristol (page 288) were submitted to the Justices upon April 6th, 1909. The figures were then as follow:—Alehouses, 447; beer, and beer and wine (on), 472; wine (on), 1; beer and cider (off), 231; grocers', 77; chemists' (to sell medicated wines), 24; total, 1,252.

Funds for clearing off the mortgage debt upon the Bishop's Palace, at Redland Green (pages 197 and 198), were, in the spring of 1909, provided by a gift to the Bishop of £15,000, made by Sir E. P. Wills; it was coupled with the proviso that the balance of the sum should be devoted to church work. In church building, the completion and dedication, on March 27th, of St. Alban's, Westbury Park, is noteworthy. The new porch at All Saints' Church, Clifton, provided as a memorial to the late Dean Randall (page 133), was dedicated by the Lord Bishop upon March 24th, 1909. The ancient tower of Temple Church has been the subject of a renovation scheme involving considerable cost, and, early in 1909, it was announced that the tower of St. Stephen's was about to be taken in hand, the Ringers' Society having promised the scheme their support. Plans have been formulated for the erection, at Fishponds, of St. John's Church—as an offshoot from St. Mary's, Fishponds. The total outlay has been estimated at £8,000, of which the portion of the new church to be first put in hand will cost half.

Among new departures connected with Nonconformist Churches has been the formation of a Baptist Young People's Union. Its scope is a wide one, religious study, literary work, social intercourse, recreation, and travel all coming within its programme. The Rev. F. G. Benskin, who succeeded the Rev. D. J. Hiley as minister of Broadmead Chapel, having been appointed vice-president of this new national organisation, took the lead in forming a branch for Bristol. This was done at a meeting in February, 1909, over which Sir Herbert Ashman presided.

For the Society of Friends a new centre was opened in March, 1909, in Gloucester Road, Horfield. The building included a hall for services and meetings, and a number of rooms for billiards and other purposes connected with social clubs. The scheme involved an outlay of about £3,000.

A foundation-stone has been laid of a Salvation Army Hall in Dean Lane, Bedminster. This locality has undergone great change in consequence of the colliery long carried on there having been closed, and the buildings and much of the huge heap of shale near the pit's mouth removed.

In February, 1909, the foundation-stone of a new Roman Catholic Church was laid at Knowle by the Bishop of Clifton, Dr. Burton. It is dedicated to St. Gerard de Majella.

The public-spirited action of Mr G. A. Wills, with regard to Leigh Woods, referred to on page 229, led to many resolutions of thanks to him being passed at Bristol meetings. A detailed statement upon the subject was made by Mr E. J. Swann, the Chairman of the Leigh Woods Land Company, when asking the shareholders to approve of the sale to Mr Wills. He explained that the articles of association when the Company was formed provided for the acquisition of 168 acres, but Nightingale Valley and the Hanging Woods were to be kept free from buildings. The Company had disposed of the whole of its land on the south side of Nightingale Valley, and a small part of the land by Beggars Bush, but they still possessed 32 acres of building land besides the 60 acres—covered by Nightingale Valley and the Hanging Woods. Mr G. A. Wills offered £12,500 for the whole of this property, with the purpose of bringing the Valley, Hanging Woods, and the major portion of the building land into a trust for the use of the public. The members of the Trust would be nominated by Mr Wills, the Society of Merchants, the Leigh Woods Land Company, the Gloucestershire Archæological Society, the Somersetshire Archæological Society, and the Bristol Kyrle Society. The desire of Mr Wills was that the area should not be developed as a park or pleasure-ground, but remain as nearly as possible in its natural state. The Leigh Woods Land Company decided to accept the offer, and at a subsequent meeting, held at the University College, under the presidency of the Lord Mayor, Mr Edward Robinson, the generous gift of Mr G. A. Wills was very heartily recognised. It appeared, from what was then said, that the donor contemplated passing over to the control of the Trust about 77 acres of ground.

An important stage in the movement for the establishment of a Bristol University (pages 294—296) was reached upon April 20th, 1909, when the City Council were asked, by a committee of their number, to decide what financial assistance should be given from the rates to the institution. The committee were satisfied with the constitution laid down in the Charter, and recommended the Council to grant annually a sum equivalent to a rate of a penny in the pound (about £7,000), of which £4,000 should go towards maintenance, and the remainder be applied for the benefit of local students. Dr. E. H. Cook (Chairman of the Education Committee) described the proposed constitution as more democratic than that of the Council and Court of any of the modern Universities, and he announced that, after long discussion with the Merchant Venturers, terms had been arrived at between the promoters and that ancient guild upon every essential point connected with the details of working. This, it may be explained, had reference to the part to be played by the Merchant Venturers' Technical College in connection with the University, and to the arrangement that the Faculty of Engineering should be undertaken by the Merchant Venturers in their new building at the corner of Unity Street and Denmark Street. The Council decided to devote a penny rate to the University as suggested, and the vote met with such a small amount of opposition that a division by calling the names of members was not demanded. Upon May 17th, 1909, His Majesty the King signed the Charter of the new University, and the ringing of the bells in Bristol steeples indicated the satisfaction caused by this notable event in the city's history.

In April, 1909, it was officially announced that arrangements were being made to open a Hall of Residence for the women students in time for the coming session. The acquisition of a ground, at Horfield, for athletic recreation should also be named among efforts connected with the University College.

Among educational events, the opening, upon March 27th, 1909, of the Fenwick Richards wing of the Bristol Grammar School, is noteworthy. The cost of the new buildings (£4,000) was borne by Mr Fenwick Richards, and, appropriately, the opening ceremony was performed by a former pupil, who has won distinction in the public service—Sir Hubert Llewellyn Smith, K.C.B., Permanent Secretary of the Board of Trade. A new Sports Pavilion has been provided at the Grammar School by members of the Old Boys' Society.

In sharp contrast with the conditions in the middle of the nineteenth century, is the attitude of the State and the Municipality towards the young. The spring of 1909 brought into effect a measure, described by some as the "Children's Charter," passed by Parliament during the 1908 Session. The object was, in various ways, to protect the young life of the country, and two of its much-discussed provisions were framed to prevent children being taken into the drinking bars of public-houses, and to check smoking by lads under sixteen by prohibiting the sale of tobacco to them. A somewhat earlier measure, the Employment of Children Act of 1903, was brought into effect in Bristol on April 1st, 1909. Under this Act, bye-laws were put into operation to limit and regulate the employment of children before and after school hours in such work as delivering milk and newspapers at the houses of customers, and also to check the practice of street-trading by very young children. Street-trading is an elastic term, and, for the purpose of the new rules, embraced cleaning boots, singing or performing for profit, and other like occupations. All those under the age of sixteen who desired to engage in such work were required first to secure a badge, to be worn on the arm, this being granted only after inquiry and upon prescribed conditions.

The humanitarian motives prompting legislation of this kind have had another outcome. The fact that the feeding of necessitous children had been recognised to be a public responsibility is alluded to on page 166. The Children's Help Society undertook the task for a number of years, and supplied breakfasts to many hungry children. In December, 1908, the Education Committee brought into operation their arrangements for taking over the work themselves. After much consideration, it was decided that dinner should be the meal supplied, instead of breakfast, as under the voluntary system. The food prepared at the cookery centre on the Broad Weir was distributed to a number of districts of the city where children were served. The scheme required great care in the issue of tickets to prevent abuse. In a report upon this subject, presented to the Bristol Trades Council, Mr Frank Sheppard mentioned that, whereas it was thought that 1,000 meals per day would probably meet the demand, in the week ended April 3rd, no fewer than 2,200 children were fed each day at the eight centres then established in the city.

The medical inspection of school children was commenced in Bristol upon September 1st, 1908, five medical men devoting part of their time to it. The attention was first directed to ascertaining the most needy cases for inclusion in the free meals scheme. On the 1st of October, however, the doctors took up the task of systematic medical inspection. In an interesting report issued in May, 1909, it was shown that out of the first 3,081 children examined, 387 needed medical treatment, and 68 were unfit for school attendance. The tendency was to overclothe rather than the reverse, and inadequate clothing was reported in 64 cases only. Excessive over-crowding of buildings and population was mainly confined to the central part of the city, while in the greater portion of Bristol the doctors found the houses of the working classes to be of a better type, with plenty of air space. Public parks, moreover, were within reach of all. The report went on to say that "With reference to actual starvation, Bristol, with its great variety of industries, is, perhaps, more fortunately placed than some other large towns, and, as a consequence, depression in one particular trade does not lead to widespread distress. As a rule, the majority of the children, whose parents have regular employment, are well nourished and up to or above the average, whereas those children whose nutrition is most at fault have parents who are unfortunately dependent on casual labour—such, for instance, as is to be found on the quay side. The fact is particularly brought out in those districts where this class of labour is most common. The father may be out of work for long intervals, and, as the result, the mother is obliged to go out to work in order to keep the home together. The consequence is that the children are often short of food, and what little they get is obtained irregularly and is inferior in quality, badly cooked, and frequently unsuitable in kind. This state of things is deplorable, and tends to the lowering of the child's moral, physical, and educational standard. The institution of dinners for underfed children by the local Education Authority does, however, ensure that they get one good meal a day, and the teachers say that they already notice considerable improvement in the nutrition of their poorer scholars."

Another feature is the regular employment of nurses, who follow up special cases and visit the children in their homes. How important a matter this is will be readily recognised by those who have had experience of social conditions in some of the poorer districts. There is, unfortunately, a lamentable lack of knowledge on the part of many parents concerning the necessity for cleanliness and hygienic precautions for children, and the nurses are able to do much good with their instruction and advice. Reporting in April, 1909, upon what had been accomplished in this direction, Mr Frank Sheppard stated that there had been a marked improvement in the cleanliness of the children in some of the schools, and if the operation of the new system only protected the children of careful and cleanly parents from those of dirty and neglectful ones, it would justify the extra cost to the ratepayers.

INDEX.

(Note.—The Index includes illustrations. Many references are grouped under Subject-titles. For example: Baptists, Bridges; Churches, Established and Ancient; Docks; Education; Halls; Hostelries; Libraries; Markets; Methodists; Open Spaces; Railways; Religious Houses and Orders; Sport; and Volunteers.)

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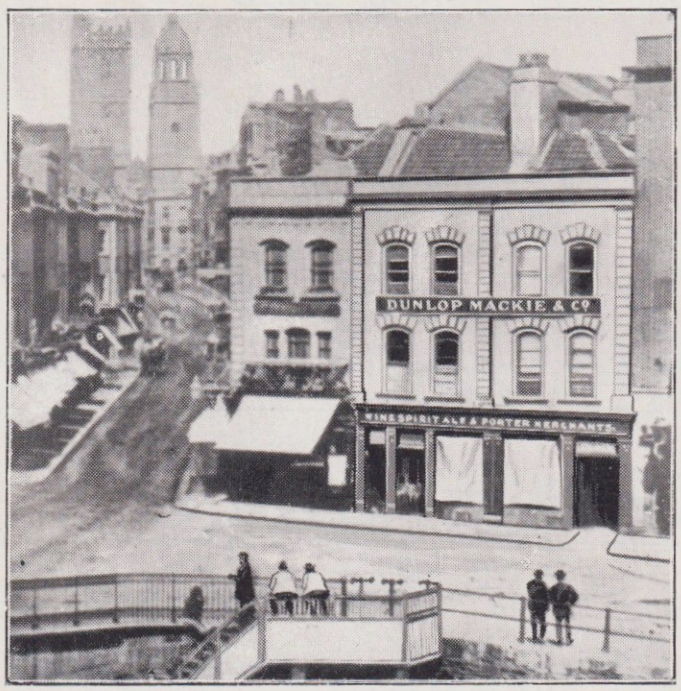

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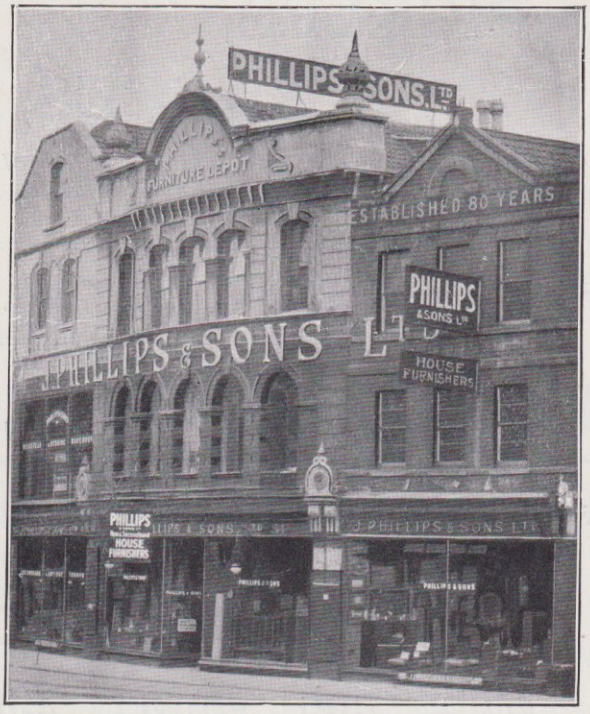

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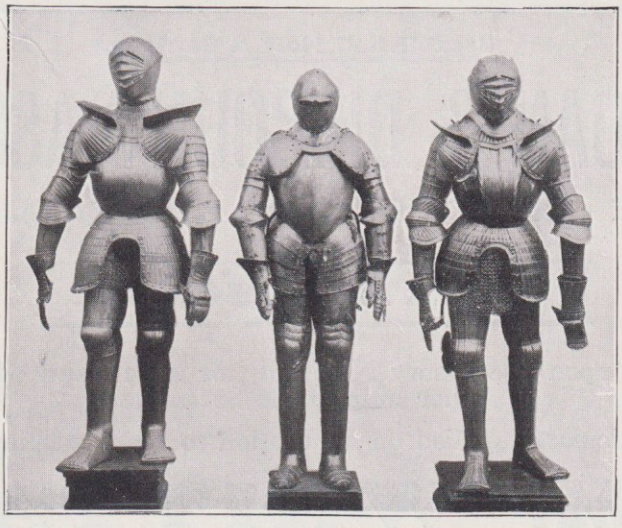

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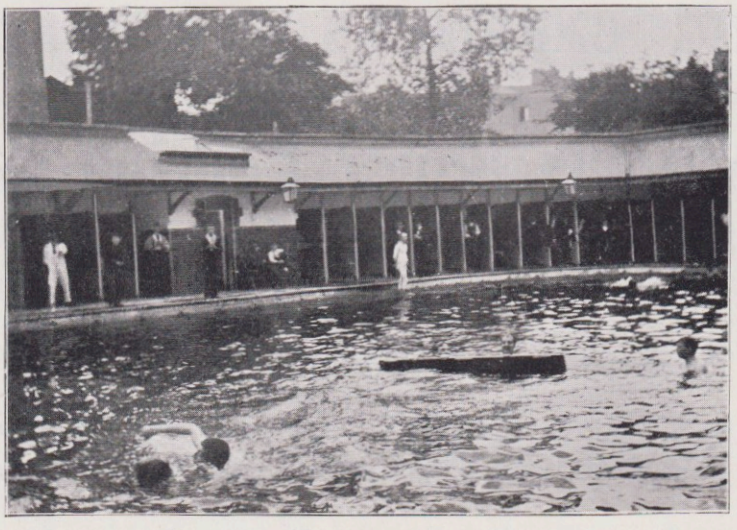

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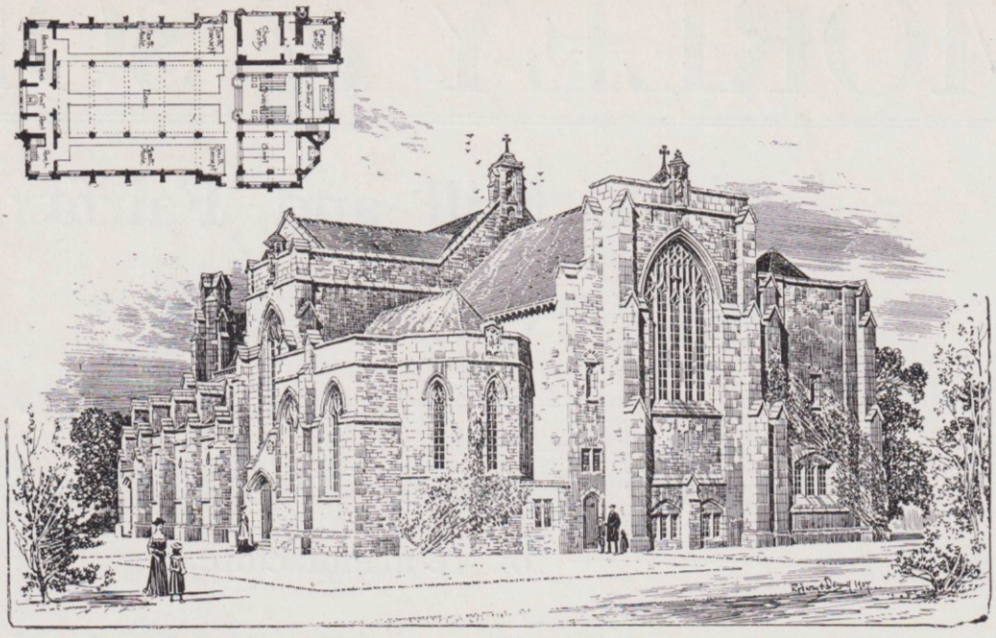

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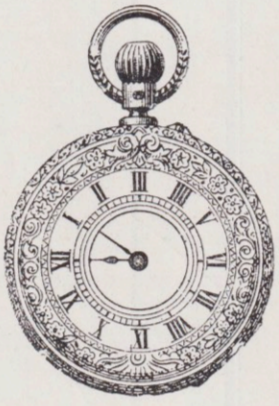

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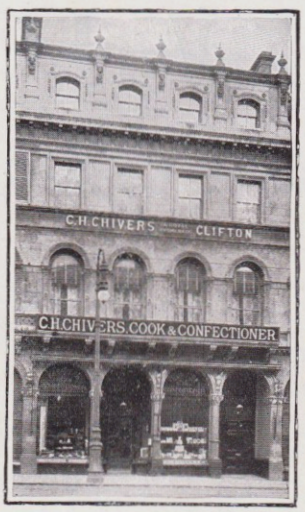

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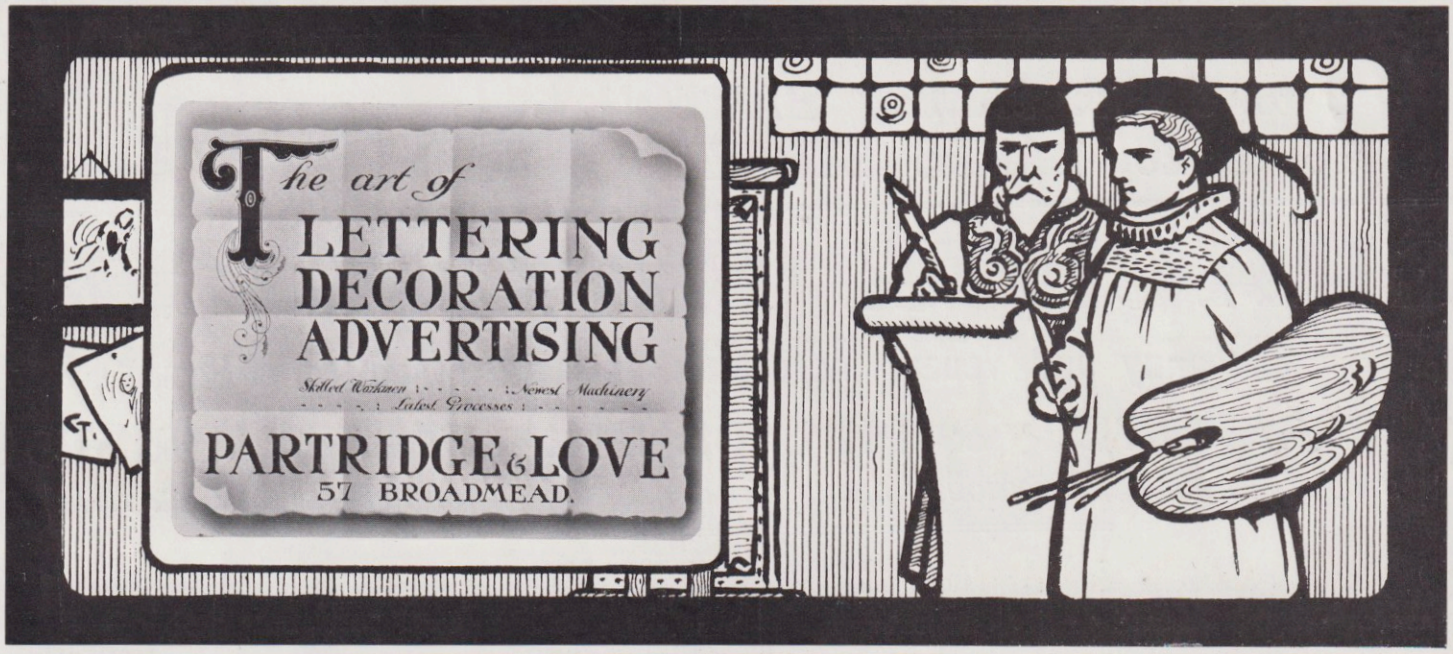

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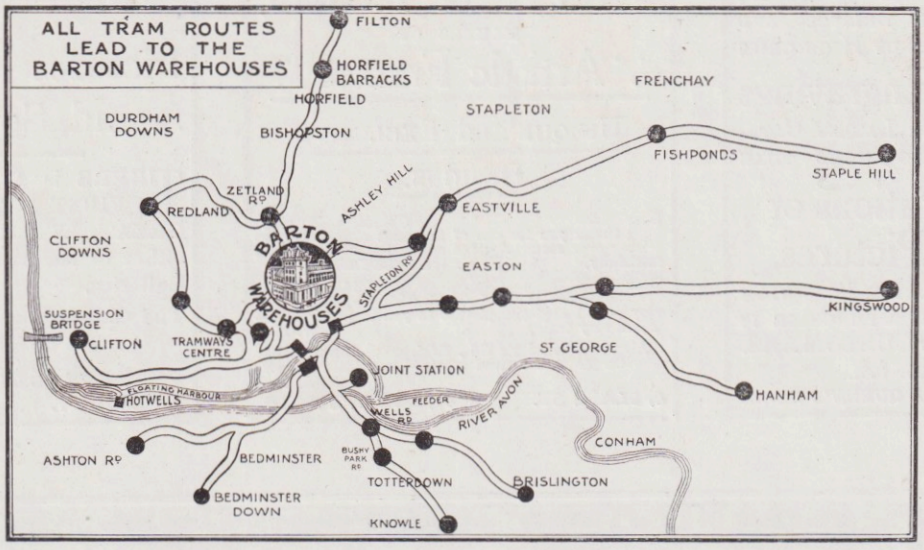

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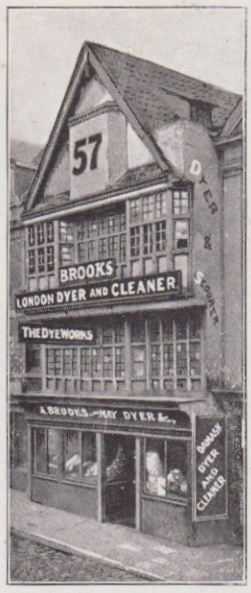

1819
VIEW OF FIRST DEPOT, WITH WORKS AT BACK

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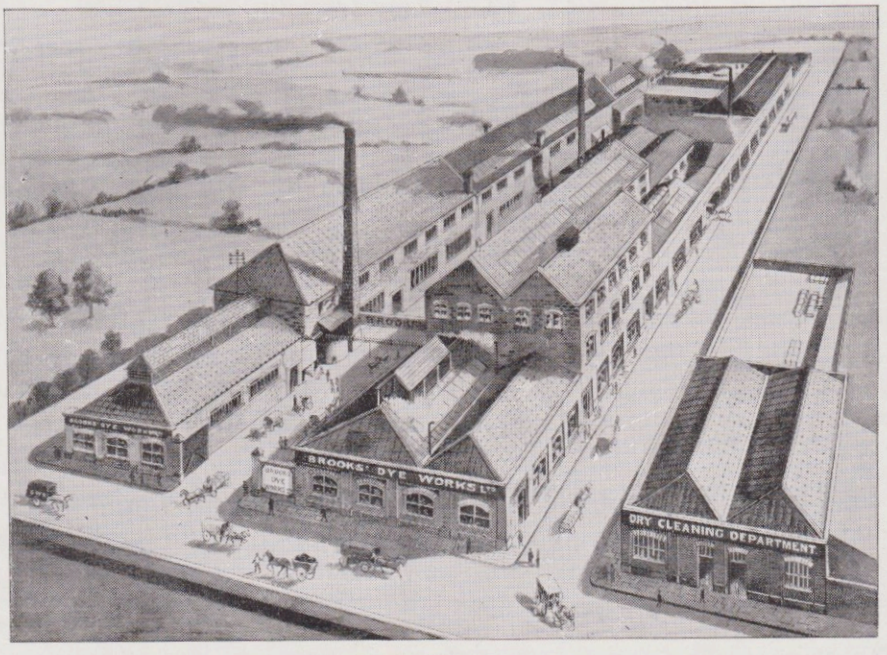

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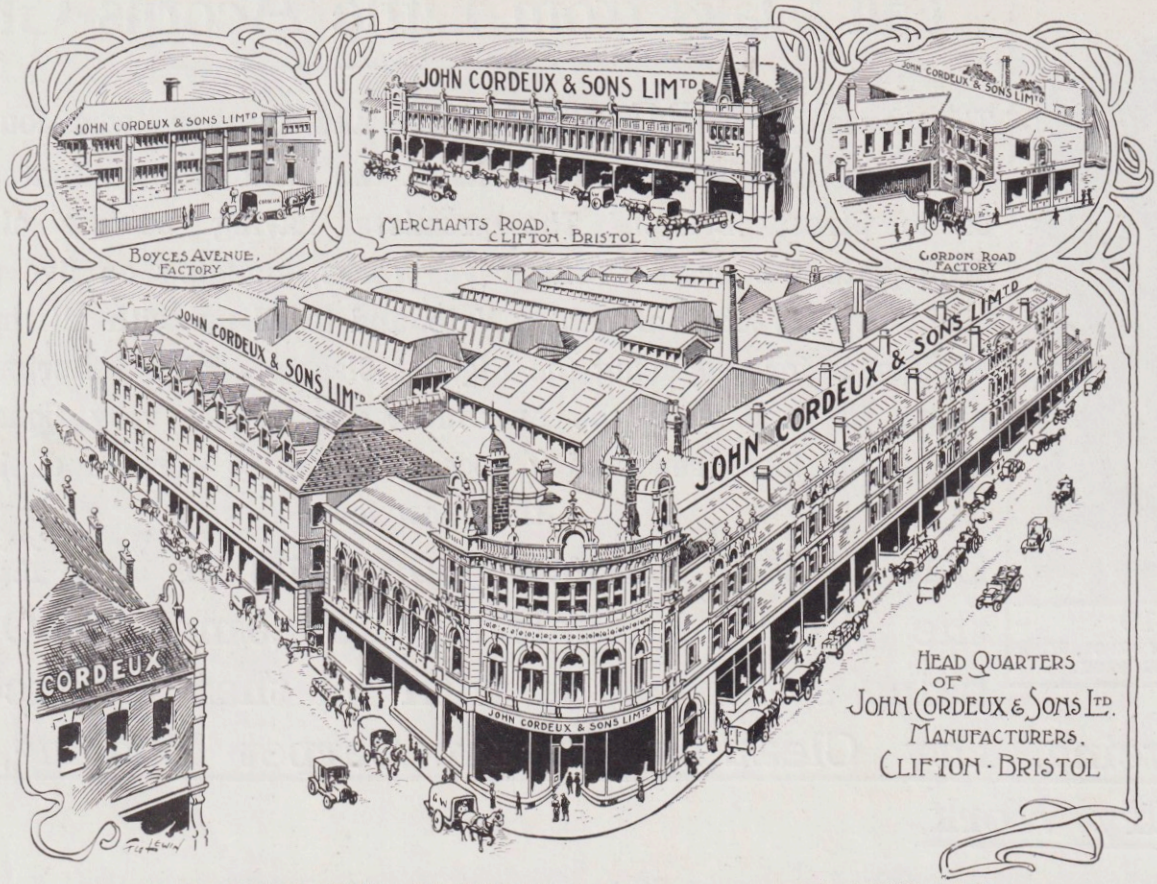

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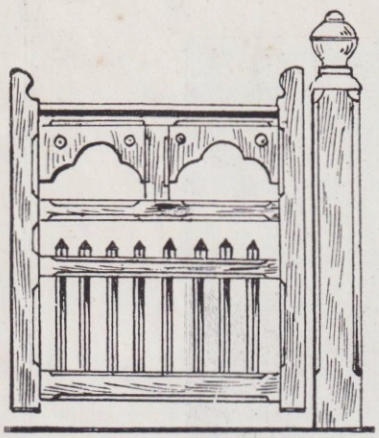

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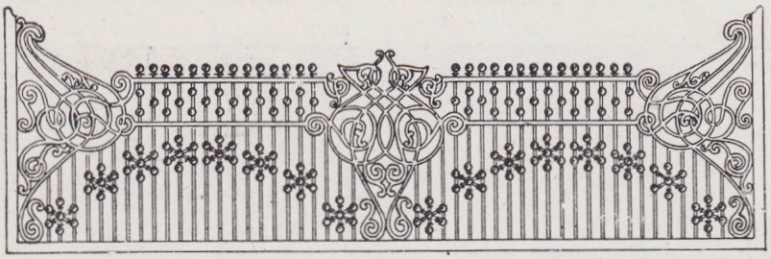

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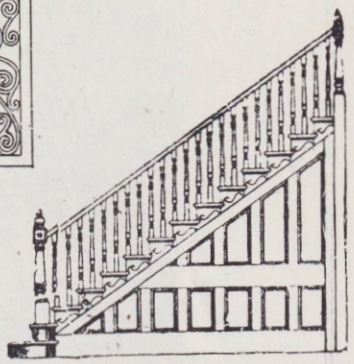

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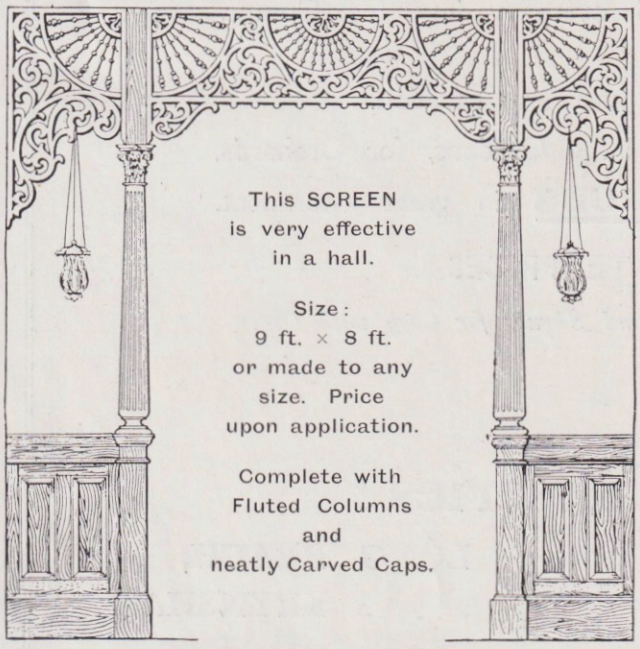

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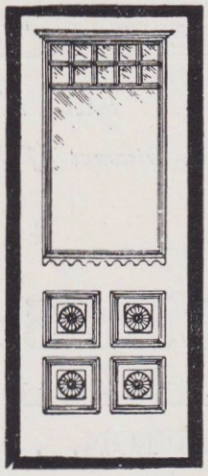

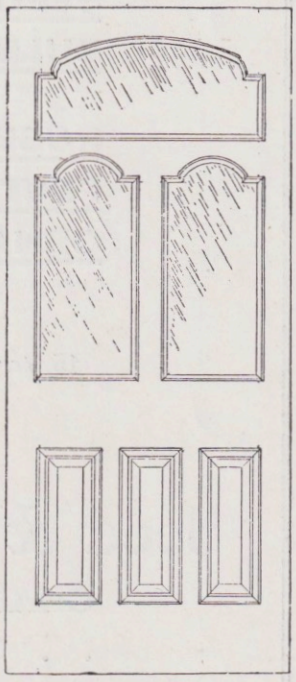

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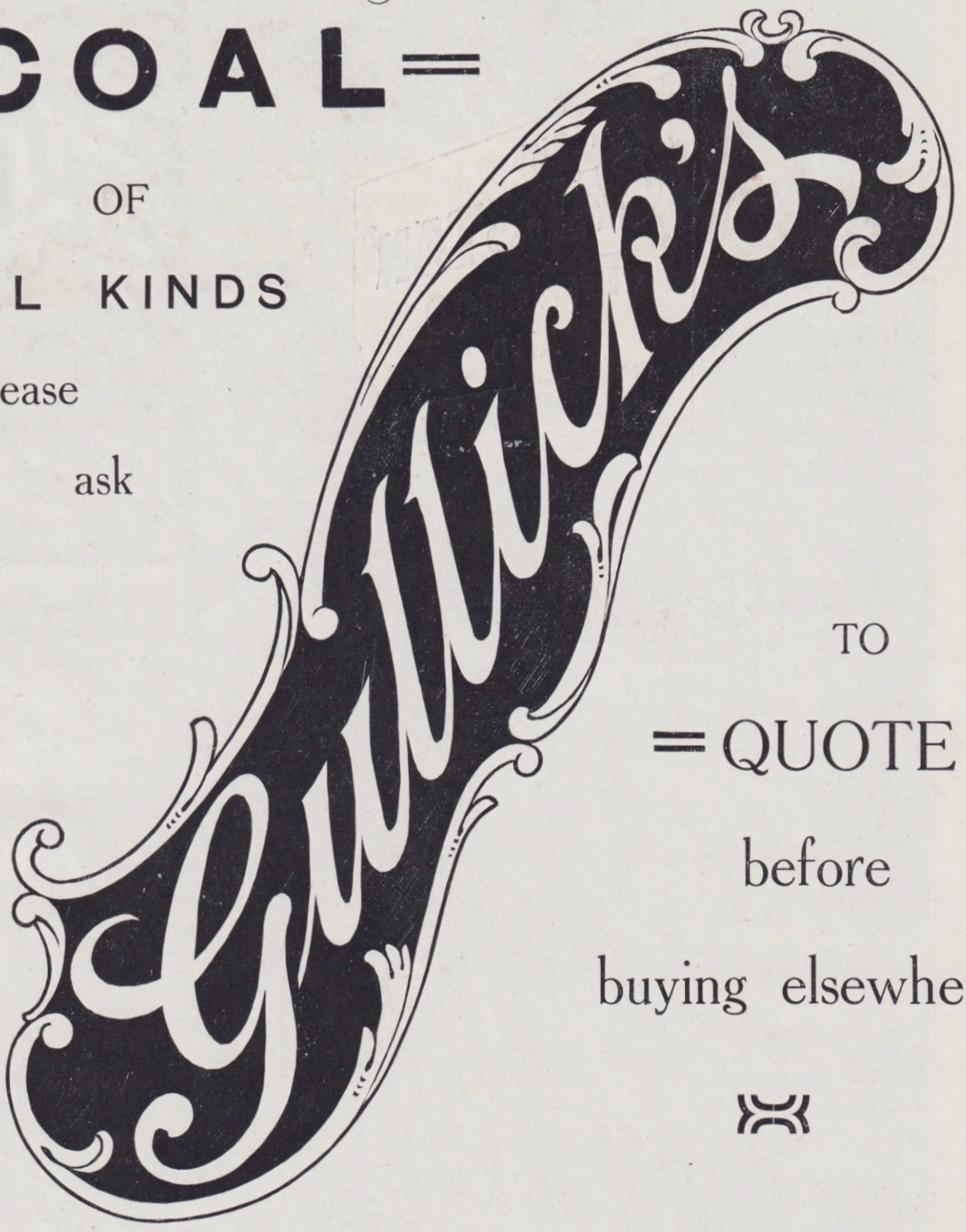

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W.D & H.O. WILLS.

THE HOTWELLS READING ROOM.

Referring to the paragraph in our issue of the 14th inst., as to the closing of the Hotwells reading room, a correspondent informs us that about forty years ago the pilots of Pill and the managers of the steamship Lady Mary, then running between Bristol and Cardiff, asked Mr Roger Moore to approach the Docks and Library Authorities, with a view to utilising what was then a waiting room, as a news-room. The proposal was acceded to. Mr Lewis Fry provided, at his own cost, a supply of the Bristol newspapers, and the 'Shipping Gazette' and some other papers were posted each evening from the local libraries for use at the pontoon on the next day. Mr John Nichols, the then city librarian, was in the habit of paying weekly visits to the room. Mr Roger Moore was responsible for the gas fittings, first reading tables, and seats, and the room was kept open for reading purposes two and a half hours before and one hour after high tide, except on Sundays. Later, the late Mr Uriah Alsop supplied the room with a nice double reading desk, and more recently Mr S. J. King presented a nice little library of books and lent an interesting collection of old local sketches, and the hours of opening were altered to 2 p.m. to 6 p.m. daily. As we mentioned in the paragraph referred to, the reading room was transferred to the Terrett Memorial Buildings when the subsidence at the pontoon occurred, and the Library Committee, at their last meeting, decided that it should be discontinued altogether, on the ground, apparently, that the necessity for it no longer exists. Our correspondent suggests that it would be well to have the quaint old picture of the Avon, given by the late Mr Poole, a former chairman of the Docks Committee, placed in one of the municipal libraries.

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